

TRIUMPH '68



Introducing 3 new Triumphs from Triumph
Herald 13/60, TR5, 1300 TC.

New eager Triumph Herald 13/60

**27% more power
New 85 mph engine
Sporty new looks. Plush
new interior
Front disc brakes**

YOU can see that the Herald 13/60 has an eager new look but it has also put on some extra muscle. The new 1300 engine delivers 27% more power. Sprints from 0 to 50 in 12 seconds. And delivers an honest 85 miles an hour.

In the Herald 13/60 you change gear less. Overtake more easily. Accelerate faster. (Even in top gear you go from 40 to 60 in a brief 12 seconds.)

What else is new? Front disc brakes and heater as standard. A new dash with very comprehensive controls. More leg room behind. And super new seats all round.

Naturally you'll find all the famous Herald virtues in the new 13/60. The steel girder chassis. 25 ft. turning circle. All independent suspension. Adjustable safety steering column. Wrap around rubber bumpers. 72-position driving seat. Huge 13 cubic foot boot.

Sliding roof optional extra. Also available in Convertible and Estate form.

A few facts and figures

THE HERALD 13/60

Performance - top gear acceleration: 20-40 in 11.0 seconds, 30-50 in 11.0 seconds, 40-60 in 12.0 seconds. Through gears: 0-50 12.0 seconds, 0-60 17.5 seconds.

Also available with sunshine roof.

THE HERALD 13/60 ESTATE

Similar performance to the 13/60 saloon but single rear door spring lifts upwards to reveal 45 cubic feet of cargo space.

THE HERALD 13/60 CONVERTIBLE

All the classic Herald features plus a sunbath as you surge along! Rapid-action folding hood keeps you snug in all weathers.

Already a classic in its own lifetime—the famous low cost Herald 1200



Few cars have created such an outstanding reputation for clever engineering, long life and ease of handling as the Herald 1200. Its easy driving and safety characteristics make it a firm favourite, particularly with driving schools.



Triumph 1300 and the New Exciting 1300 TC

Now there are two great
1300's to choose from

THE 1300 and the new 1300 TC are cars which give you all the built-in luxury of a big expensive saloon, yet they handle as easily as any small car. The new TC model has twin carburettor performance without sacrificing any of the established 1300 refinements such as seating for five adults in comfort; eleven cubic feet of luggage space and the ability to park in well under eighteen feet.

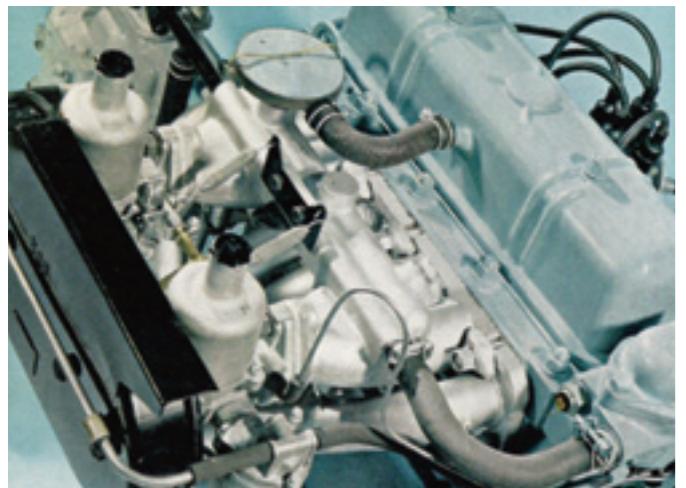
Consider the high standard of Triumph 1300 comfort, mechanical refinement, and safety features. The list reads like a luxury catalogue: front wheel drive; almost inaudible transmission; independent suspension on all four wheels; steering that adjusts up and down as well as fore and aft; full-flow heating and ventilation; adjustable seats; all-systems-go dial on dash-board; luxuriously upholstered seats that "breathe"; fold-away window winders; padding in all the right places; stop and direction lights that dim at night automatically. Plus the world famous reputation of Leyland engineering and quality.

Gearbox: 4-speed, all synchromesh.

Suspension: Front, independent, coil springs and wishbones; rear, independent, coil springs and semi-trailing arms. Brakes: hydraulic discs, front, drums rear. Steering: Rack and pinion. Wheelbase: 8 ft. Length: 12 ft. 11 ins. Width: 5 ft. 1 $\frac{1}{4}$ ins. Height 4 ft. 6 ins.

THE TRIUMPH 1300 performance figures are as impressive as ever: Top speed is a smooth 85 mph: 0-50 mph acceleration time of 13.0 secs: maximum power is 61 bhp at 5200 rpm.

THE 1300 TWIN CARBURETTOR model is a new development combining all the luxurious features of the Triumph 1300 with an engine specially modified for high performance. The 1300 TC has an increased top speed of 90 mph and a 0-50 mph acceleration time of 11.5 secs, a maximum bhp of 75 at 6000 rpm. The brakes are Servo-assisted.



We will be delighted to send you further details of any Triumph Model.

A reply paid post card is attached.

Triumph 2000

Twin-carburettor punch, five-seater luxury, six-cylinder smoothness add up to today's most civilised car

If ever a car was generous with the good things of motoring, it's the Triumph 2000. The styling is elegant and refined and you can sense that it has been superbly engineered, with your comfort and well-being as much in mind as dazzling performance and sensible safety features. Inside, there's spacious luxury for five adults, with soft coach seating (perforated for cool ventilation), and the front seats fully reclining and adjustable fore-and-aft. Plus walnut facia and door cappings, practical controls, strategic padding, fitted pile carpeting. And the general air of welcome is heightened by full-flow ventilation, with personal fresh-air inlets in the dash to keep you wide-eyed and alert.

Behind the scenes, it's the same story of good things all the way. Twin carburettors for better mid-speed acceleration than any other car in its class (30-50 in 7.7 secs!). A whispering six-cylinder engine, for extra smoothness. 32-ft. turning circle for in-first-shot parking. And independent suspension all round, for serene riding and tight roadholding. Gearbox: 4-speed, all-synchromesh. Suspension: front - independent coil springs and wishbones; rear - independent coil springs and semi-trailing arms. Brakes: front - hydraulic discs; rear - drums. Direct-acting servo. Steering: rack and pinion. Wheelbase: 8 ft. 10 ins. Length: 14 ft. 5 $\frac{1}{2}$ ins. Width: 5 ft. 5 ins. Height: 4 ft. 8 ins.



The New TR5 PI

First British production sports car with Petrol Injection

THE latest model in the TR series is the TR5 PI. It has a new $2\frac{1}{2}$ litre, 6 cylinder engine – a big rise in size and power.

But the *really* big news is in the letters PI – Petrol Injection.

Up till now Petrol Injection has been a fuel system used almost entirely by racing cars. Now it is available on one of the world's finest sports cars.

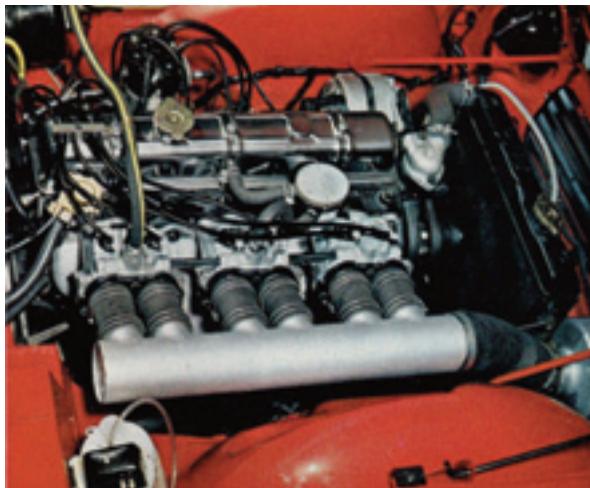
Fuel, under controlled pressure, is supplied to a very precise distribution and metering unit and then injected directly into each cylinder. With ordinary carburettors the petrol/air ratio varies not only between cylinders, but also according to operating conditions – but with P.I. the fuel supply to each cylinder is controlled with absolute precision under all operating conditions.

The result? A more efficient and economic fuel system. Instant throttle response. No hesitation. No 'flat spots'. Just smooth, surging, effortless power.

To match this performance the TR5 PI has massive servo assisted front disc brakes, radial tyres on extra wide $4\frac{1}{2}$ inch rims for real grip in the wet. In the cock-pit there is more padding than ever before. A new dash gives you instant information. The bucket seats are specially contoured to hold you firmly.

The TR5 PI has all the features which put it ahead of every other sports car on the road. It is another first for Leyland engineering.

Top speed 125 mph (U.K. specification) 0–50 in 6.5 secs. Standing $\frac{1}{4}$ mile in 16.5 secs.



New 2-litre Triumph Vitesse

The car that out-accelerates and out-manoeuvres* eleven leading sports cars!

THE new Triumph Vitesse is a refreshingly different kind of car. It's a four-seater which has better performance than many sports cars with only two seats. It gives you this great performance because there's a powerful 2-litre, 6 cylinder engine under the bonnet. In fact, the Vitesse is the only car under £1000 with a 6 cylinder engine. And here's what all that smooth power does for you. Standstill to 50 in only 8 seconds. Easily. Acceleration like that is not only fun, it means quick and safe overtaking. The kind that can get you out of tight spots in a hurry.

Vitesse manoeuvrability is outstanding, too. There's independent suspension all round. Front disc brakes for greater stopping assurance. Positive rack and pinion steering for light and precise handling. Plus an unbeatably compact turning circle of only 25 ft. which lets it park in spaces only 36 inches longer than itself. And inside the Vitesse there's comfort and elegance. Deep pile carpeting on the floor, walnut facia, cushioned leather steering wheel and luxurious seating comfort. Particularly the driver's seat. Specially shaped padded edges and 72 driving positions keep you snug and steady in all driving conditions.

SPECIFICATIONS

Available in two models: 4-seat Saloon or 4-seat Convertible. Length 12 ft. 9 ins. Width 5 ft. 0 ins. Boot with fitted mat has 11 cubic feet luggage capacity. Chassis: double backbone of channel steel section with side members. Engine 6 cylinder 1998 cc. Top gear acceleration: 50-70 in 9.5 seconds, 60-80 in 11.8 seconds. Through gears: 0-50 in 8.0 seconds.

*See MOTOR Road Test Summaries (1967)



Triumph Spitfire Mark 3

The most exuberant Spitfire ever.
New 1300 engine puts this great sports
car in the 100 miles an hour class

WITHOUT adding a single inch to its inspired Michelotti shape, the Triumph Spitfire has grown into a genuine 100 mph sports car. For under the bonnet there's a lot more engine. Just as remarkably accessible as before except that it's now 12% more powerful—with 1296 cc's purring out an effortless 75 brake horse power.

As well as its high top speed, the Spitfire Mark 3 develops a lot of power in the critical 'middle range' between 40 and 70 miles an hour. You overtake swiftly, safely and without strain.

Other good things in the Spitfire Mark 3: a sleek new front with a raised bumper for better protection. Overriders now have solid rubber inserts. There's a snug new hood which you can

whip over your head in *under* a minute. And twin reversing lights ease night-time parking.

IMPORTANT. Special insurance rates are available for Spitfire drivers. Ask your Triumph dealer for full details.

CHECKLIST

Chassis: Double steel backbone, channel section with outriggers. Suspension: Independent on all 4 wheels. Dimensions: Length 12 ft. 3 ins. Width 4 ft. 9 ins. Height (with hood) 3 ft. 11½ ins. Turning circle 24 ft.

Top gear acceleration: 20–40 in 10.0 seconds, 30–50 in 9.5 seconds, 40–60 in 9.5 seconds. Through gears: 0–50 9.0 seconds, 0–60 12.5 seconds.



Triumph GT6

Bred at Le Mans—
to give you race-proved performance
with grand touring comfort and safety



THE power bulge on the bonnet of the GT6 is not there for show. It makes room for a big, 1998 cc 6-cylinder engine that can sweep this 16 cwt race-bred beauty to a smooth, effortless 107 mph.

The GT6 develops 96 bhp. It can reach 46 in 7 seconds in first. Do an easy 96 in third. A vivid 0–50 in 7.8. And top gear times—like 40–60 in 7.5—cut overtaking time so dramatically that GT6 motoring is not only one of the most exhilarating ways to travel, but one of the safest.

BUILT-IN SAFETY TO MATCH ITS POWER

The GT6 inherits its low, sleek shape from the fastback Triumph Spifires that took first and

second places in their class at Le Mans. It has also inherited the same all-independent suspension that gives race-proved stability and road holding. The confidence-giving strength of a double-backbone steel girder chassis. The extra safety of big front-wheel disc brakes. Positive rack and pinion steering, with adjustable and collapsible steering column. Burst-proof door locks. And a 25 ft. turning circle that makes the GT6 more safely manoeuvrable than any other make of sports car on the road.

GRAND TOURING COMFORT FOR TWO

Under the bonnet the GT6 is all guts. Inside it is all comfort. A grand tourer, with deep pile carpeting, adjustable seats that are soft to sink into, tall to support you, shaped to hold you firm on corners.

There's a centre arm rest which neatly houses the hand brake. A racy leather-covered steering wheel, and a short, cranked gear shift. A deep parcel shelf holds your odds and ends, and in the back is luggage space enough to let you travel a long, long way from home.





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Triumph puts you safely ahead

CONDITIONS OF SALE

The Standard-Triumph Group reserves the right to vary the ex-works price of all products manufactured by it at any time and all goods are invoiced from the factory at the ex-works price current on the day of delivery.

The manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice altera-

tions to and departures from the specification, design and equipment detailed in its various publications.

The technical data and other information contained in this publication have been obtained from authoritative sources and while intended to give a fair description of the vehicle and its capabilities, its accuracy is not guaranteed nor does the manufacturer accept any liability for any errors or omissions.



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COVENTRY ENGLAND