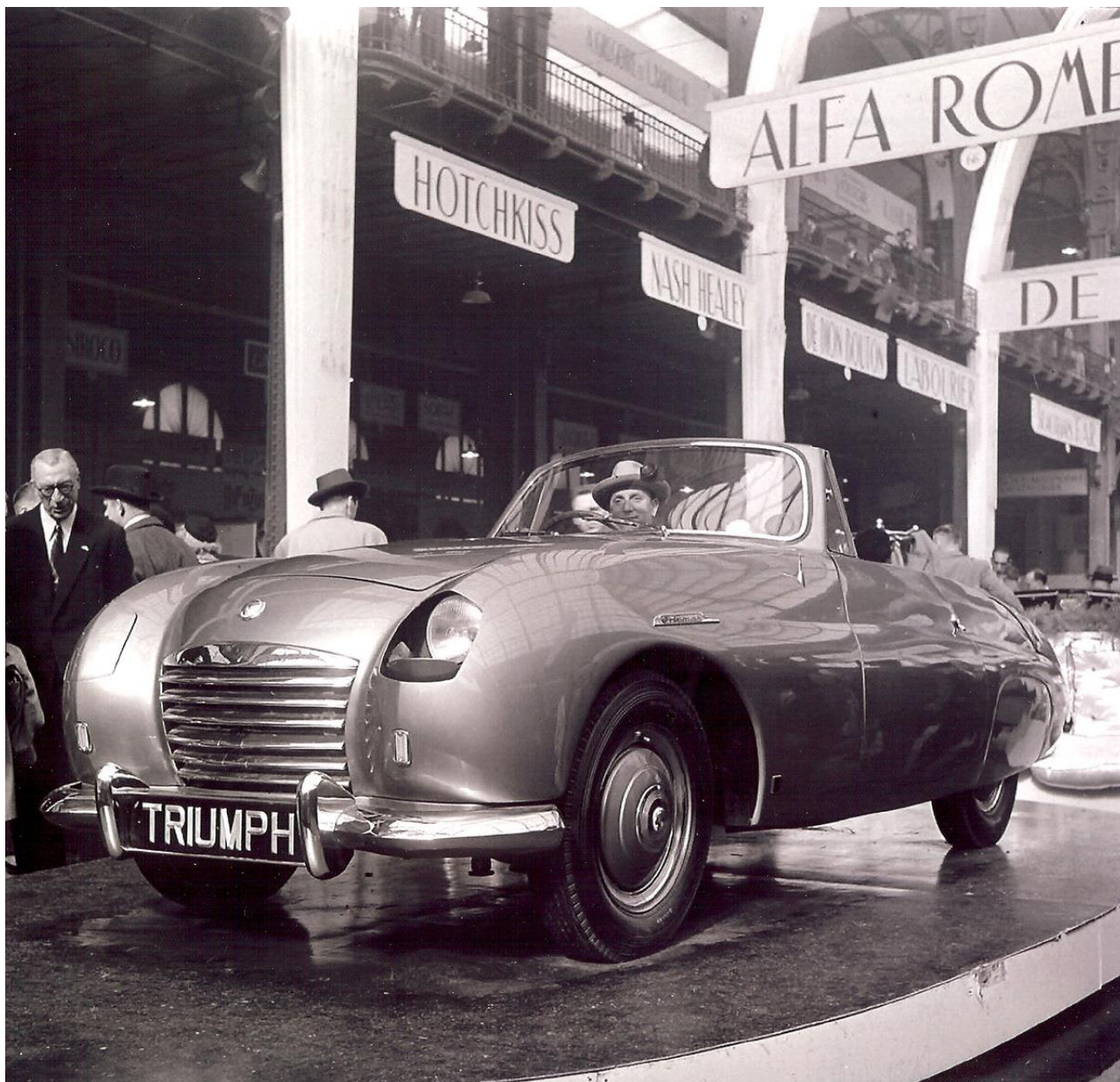


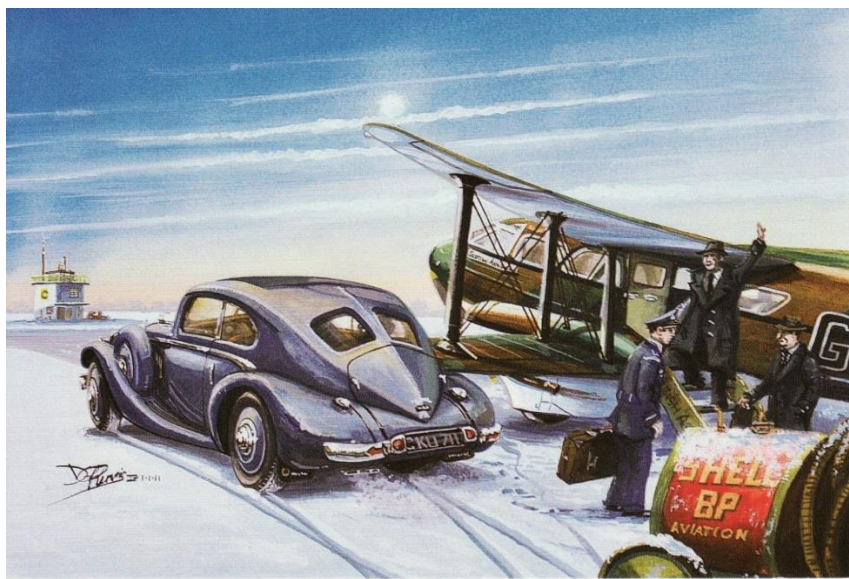
## TRIUMPH TRX, la sfida oltre il limite

di Giancarlo Cavallini



Quando il 19 settembre 1949 l'ultima Triumph Roadster 2000 lasciò la fabbrica di Canley, l'auto studiata e preparata per succedergli era oramai quasi pronta: Walter Belgrove, capo designer della Standard Triumph, stava infatti lavorando a tempo pieno al nuovo modello di roadster, la futura TRX. Belgrove non aveva partecipato al design della Roadster 1800/2000, un'auto dalla linea anacronistica, superata fin dal primo giorno della sua produzione e il cui progetto aveva visto l'avvio negli ultimi mesi della seconda guerra mondiale, poco prima dell'acquisto del marchio

Triumph da parte della Standard. La Roadster 1800/2000 non aveva proprio nulla a che spartire con l'eleganza delle Dolomite o delle Gloria e Vitesse "flow free" dalle bellissime linee aerodinamiche disegnate, nella seconda metà degli anni trenta, proprio da Belgrove; lui, fin dal



1945, si stava dedicando al progetto della berlina Vanguard e, seguendo diligentemente alla lettera i desideri di Sir John Black, si era ispirato ai modelli della Plymouth. La Vanguard, per le continue interferenze di Sir Black, era stato un progetto sofferto e frustrante per Belgrove, che era uno dei migliori talenti inglesi nel campo del design. Autore di

alcune tra le più belle auto inglesi anteguerra, nel maggio del 1945 era stato invitato da Sir John Black a recarsi a Londra per "copiare" quelle Plymouth parcheggiate di fronte dall'ambasciata americana che tanto gli piacevano. Belgrove, a distanza di molti anni, ricordava ancora che una mattina si vide arrivare in ufficio il grande capo, Sir Black, che gli disse: *"Belgrove, la più bella auto Yankee è la Plymouth, e il miglior posto per studiarla è fuori dall'ambasciata americana di Londra! Le suggerisco di andare a Grosvenor Square. Il posto brulica di veicoli dell'ambasciata, prenda ciò che le piace e quello che le serve; torni solo quando avrà finto il lavoro e cerchi di non farsi sparare addosso."* E Belgrove prese con sé un blocco di carta, la macchina fotografica e sua moglie e partì con la sua piccola Standard Eight per Londra alla ricerca del segreto di quelle grandi auto americane che tanto avevano affascinato il suo capo. Belgrove sopravvisse all'esperienza, dato che nessuno gli sparò, mentre la disciplina lo portò a seguire e ad accontentare i desideri di Sir Black. Questa diligenza diede probabilmente a lui, ex uomo Triumph, quel credito agli occhi del management Standard che gli permise poi di lavorare alla nuova roadster in completa autonomia, con quella indipendenza di idee e di creatività necessaria per esprimersi al meglio e come lui sapeva ben fare, nonostante la mancanza di appoggio di una parte del team di progettazione. In fin dei conti chi meglio di lui, che tanti anni aveva trascorso con la Triumph, avrebbe potuto disegnare la prima e innovativa vera Triumph del dopoguerra? L'unico vincolo era di usare il telaio e la meccanica della Vanguard: lo chassis fu motivo di diversi problemi e discussioni, tanto da dover essere alla fine modificato: la carreggiata anteriore era infatti troppo stretta e questo avrebbe significato che sarebbe stato impossibile rastremare la carrozzeria nella sua parte posteriore senza "perdere" le ruote anteriori sotto i parafranghi. Il risultato del lavoro fu un'auto dalla linea molto pulita ed aerodinamica, tanto avveniristica quanto controversa: un'auto



destinata comunque a far parlare e discutere a lungo di sé e a non passare di certo inosservata. Belgrove credeva in quel progetto e doveva esserne anche molto orgoglioso, tanto da prendersi la licenza di *"firmare"* questo suo nuovo lavoro con la lettera *"B"* posta sulla fiancata: e Sir John Black, che quanto a egocentrismo non era secondo a nessuno, non perse infatti l'occasione per chiedere a Belgrove se quella lettera *"B"* significasse Black o Belgrove oppure ... balls.





Che la nuova roadster fosse costosa e complicata da costruire con la sua carrozzeria in alluminio sciolato e i tanti servomeccanismi elettroidraulici previsti, era chiaro fin dall'inizio: il costo di produzione, per la versione base, era stato calcolato in 975 sterline così che la TRX sarebbe

inevitabilmente diventata l'auto più costosa della intera gamma dei modelli della Casa di Coventry. Tuttavia era altrettanto evidente che, in qualunque modo fosse andata, quella macchina così futuristica sarebbe potuta essere un ottimo strumento di marketing. Oggi queste macchine sono chiamate *"concept car"* e la TRX, come poi venne chiamata, ne sarebbe diventata, suo malgrado, un valido esempio: l'esercizio giusto nel momento giusto per aiutare la Standard a capire come meglio indirizzare il marchio Triumph sul mercato. Se l'idea oramai consolidata

nella Direzione aziendale era quella di fare del marchio Triumph la divisione sportiva del gruppo Standard, era evidente che la precedente Roadster 1800/2000 non era certo l'esempio da seguire: quanto alle berline Renow e Mayflower, contraddistinte dalla obsoleta linea *"Razor Edge"*



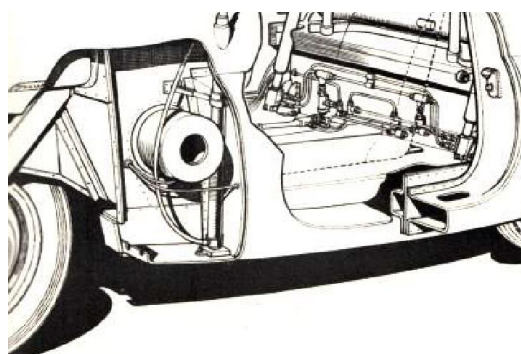
(caratterizzata da tre finestrini laterali per fiancata e da montanti posteriori molto sottili), queste erano state un tale fallimento da non lasciare, al termine della loro produzione, alcun rimpianto e alcun proposito di sostituirle con nuovi modelli. La TRX utilizzava quindi lo chassis, modificato ed alleggerito, della Vanguard da cui attingeva anche l'intera meccanica; il telaio e la meccanica





potenza che passava dai 68 CV del motore della Vanguard a 71 CV. La trasmissione vedeva la presenza di un cambio sincronizzato a tre velocità con comando al volante e l'overdrive. Ma ciò che stupiva era l'abbondanza di automatismi, idee e innovazioni studiati dal brillante ingegnere Leslie Ireland che non mancò di fantasia dato che ben poco esisteva di

della berlina Standard erano di recente progettazione così che la TRX ereditava il meglio allora presente e disponibile in fabbrica. Nonostante una carrozzeria in alluminio, i numerosi servomeccanismi portavano il peso a oltre dodici quintali: se la velocità di 90 miglia orarie era più che soddisfacente, non altrettanto si poteva dire della accelerazione, nonostante i due nuovi carburatori SU che permettevano un leggero aumento della



December 6, 1950. The Motor

*Push button control*  
on the  
**NEW**  
**TRIUMPH ROADSTER**

The new Triumph Roadster, seen recently at Paris and Earls Court, uses Wilmot Breeden Hydraulic Electric equipment for the push button operation of HOOD, WINDOWS, SEAT & HEAD LAMP SHUTTERS. Here is comfort and effortless control with equipment of proved reliability

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disponibile ed utilizzabile nel mercato della componentistica. La capote in tela, a comando idraulico, era a scomparsa, l'apertura delle portiere controvento avveniva con pulsanti eliminando in questo modo la necessità di maniglie esterne, i finestrini laterali erano a comando elettroidraulico, analogamente alla regolazione dei sedili. Senza dimenticare infine la radio e i martinetti idraulici incorporati per il sollevamento della vettura e da utilizzare in caso di forature. Tante nuove idee e altrettanti problemi da studiare e risolvere, come quello dell'automatismo della chiusura dei fari: inizialmente fu usato un motorino Lucas di quelli normalmente disponibili per i tergicristalli e opportunamente modificato; poi si provò con piccolo martinetto idraulico, per tornare infine sulla prima soluzione, salvo la

forte opposizione della Lucas che dissentiva all'utilizzo del loro meccanismo per quella applicazione. Non mancavano neppure le contraddizioni: a fronte di un moderno parabrezza curvo



in vetro di sicurezza Triplex (dotato di funzionali bocchette anti-appannamento) e di indicatori di direzione lampeggianti in anticipo di anni sulla legislazione e che davano un'idea della sensibilità ai temi della sicurezza, corrispondeva un serbatoio della benzina posto in posizione posteriore e pericolosamente esposto a rotture in caso di tamponamento.

L'idea ispiratrice della vettura era quella di guardare al mercato americano, l'unico che, in quel periodo, potesse dare interessanti prospettive di vendita: e poiché quel mercato stava valorizzando e premiando proprio il confort delle auto, di cui gli automatismi erano il fulcro, la cosa più semplice che apparve agli uomini di Coventry fu quello di seguire quella tendenza. Certamente la TRX non poteva dirsi un'auto sportiva: si sarebbe trovata sicuramente più a suo agio sulle belle e tranquille strade della Costa Azzurra piuttosto che sui sopravvissuti circuiti della vecchia Europa.

Le stesse prime fotografie diffuse dalla Standard, con l'elegante e bella modella, sembrano proprio



Volere trasmettere questo messaggio.

La costruzione della carrozzeria in alluminio era particolarmente complicata e i tradizionali fornitori di carrozzerie della Standard, la Fisher & Ludlow e la Mulliners, disponevano solo di presse per lamiere di acciaio.

A Coventry pensarono quindi di rivolgersi alla Helliwells Limited di Walsall, commissionando subito la costruzione di tre prototipi e, in prospettiva, la produzione in serie nel loro stabilimento di Aberdare.

La Helliwells sembrava la soluzione giusta dato che disponeva sia delle capacità tecniche che di presse americane per l'alluminio avendo lavorato, durante la guerra, in campo aeronautico.

Inaspettatamente la Helliwells si trovò in seria difficoltà nella preparazione dei prototipi andando ben oltre i tempi stabiliti.

Belgrove ottenne quindi il permesso di ritirare tutte le parti già pronte dal fornitore e di completare una prima auto a Banner Line.

Una seconda auto fu completata in tempo per essere esposta all'Earls Court mentre una terza carrozzeria fu completata dalla stessa Helliwells, ma non fu mai montata sullo chassis.

La prima TRX fu presentata al salone di Parigi il 5 ottobre del 1950 dove fu ammirata dal Presidente francese Vincent Auriol e acclamata dalla stampa; in seguito fu esposta all'Earls Court Motor Show di Londra mentre la seconda auto, la KHP 712 fu guidata da Sir Black da Coventry a Londra e fu presentata alla Principessa Margharet: alcuni servomeccanismi durante la presentazione si ruppero a dimostrazione che c'era ancora molto lavoro di messa a punto da fare.

La TRX nel frattempo faceva parlare molto di sé, e ben presto la stampa dedicherà a lei anche un nickname: *"Silver Bullet"*. Nel gennaio del 1951 la TRX fu esposta a Bruxelles e a marzo a Ginevra: l'inizio della produzione era stato programmato per il 1951: la Standard iniziò a pubblicare e distribuire le brochure pubblicitarie e a inserirla nel listino al prezzo di 1.246 sterline, ma quando ai problemi di affidabilità tecnica si aggiunsero anche quelli relativi alla difficoltà di costruire in serie le carrozzerie la situazione precipitò. La Helliwells non dava infatti affidabilità, non essendo preparata ad affrontare una simile commessa, e quando fallì anche il tentativo di coinvolgere la Carrozzeria Touring (Belgrove per ben due volte si recò a Milano), il progetto fu definitivamente abbandonato e a maggio del '51, in sordina, la TRX fu tolta dal listino.

Della TRX furono quindi prodotti solo i tre esemplari di preserie: la HKV 20, dotata di una testa a flussi incrociati, e la KHP 712, dotata di una normale testa Vanguard, e che esistono ancora oggi, oltre a una terza mai completata.

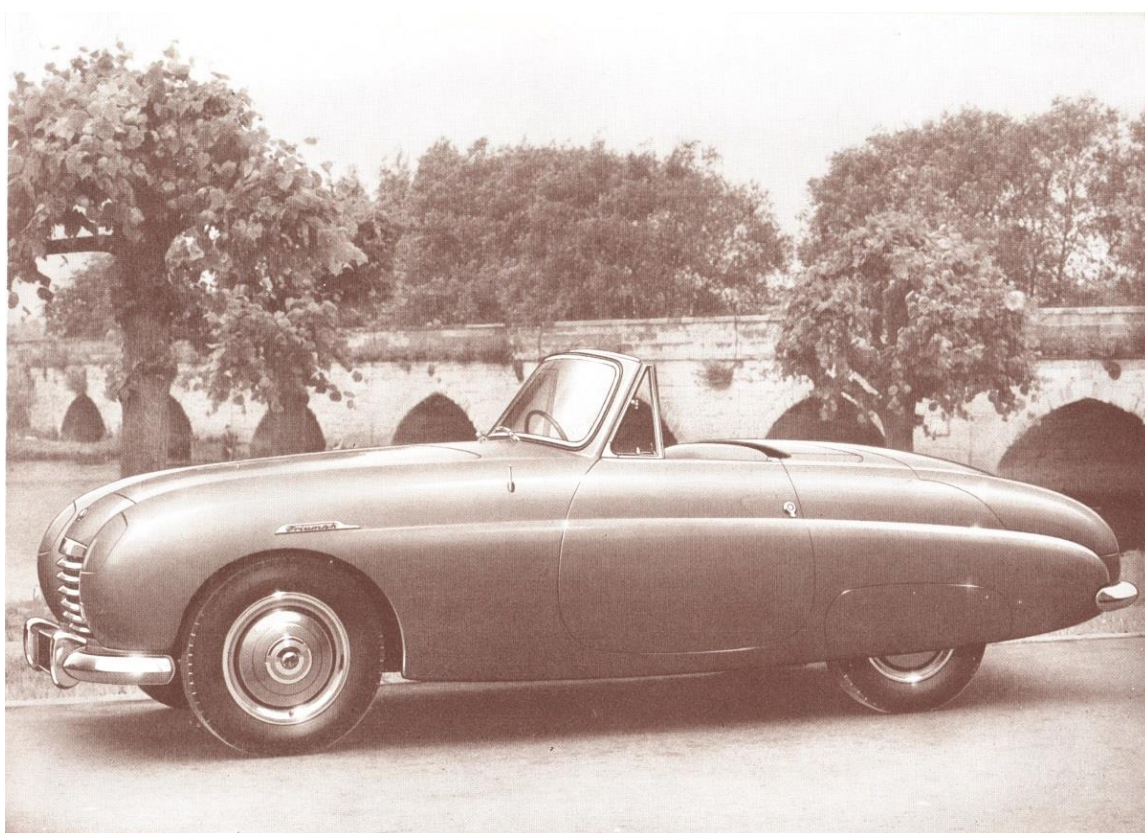
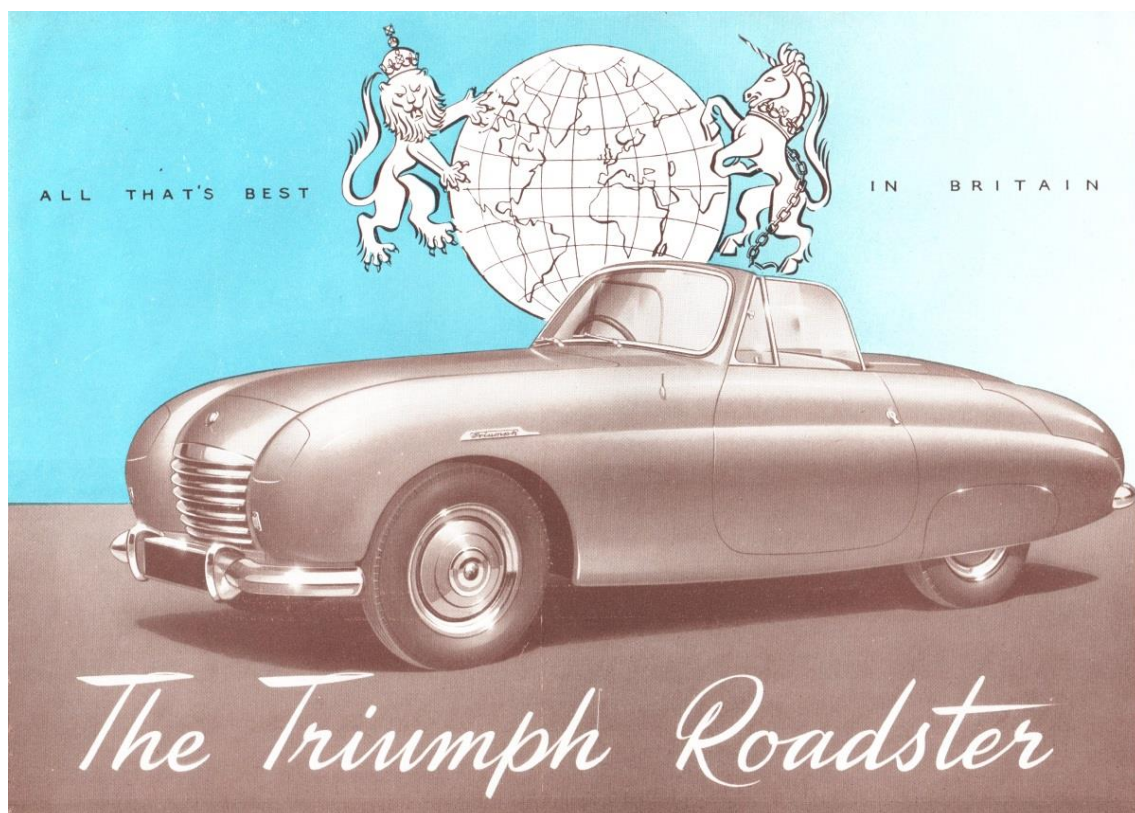
Già nell'estate del 1951 Belgrove si trovò quindi a dovere ricominciare tutto il lavoro partendo da un foglio bianco e da un misero budget. Dalla sua matita, in poco tempo, sarebbero uscite le affascinanti linee della TR 2, un'auto che, quanto a filosofia e semplicità costruttiva, era all'estremo opposto della TRX a dimostrazione del grande talento del designer inglese capace di affrontare qualunque tema stilistico.

Belgrove probabilmente pensò che se non poteva conquistare il mercato americano con un'auto che si potesse confrontare tecnologicamente con le rivali americane, allora sarebbe stato meglio provarci con un'auto all'estremo opposto, quanto a immagine e filosofia; ed ebbe ragione, perché la TR2 fu un grande successo.





DALLA BROCHURE TRIUMPH DEL 1950



## THE TRIUMPH ROADSTER

### BRIEF SPECIFICATION

**Engine :** Four cylinder o.h.v. 85 x 92 mm.  
Capacity 2088 c.c. Compression ratio 7.0.  
Develops 71 b.h.p. at 4200 r.p.m. Twin carburettor.

**Gearbox :** Three-speed synchromesh gearbox with Overdrive in addition. Gear change on steering column.

**Gear ratios :** overdrive 3.58, direct top 4.375, second 7.32, first 15.5, reverse 18.0.

**Brakes :** Lockheed hydraulic.

#### Dimensions :

Weight complete ... .. 24½ cwt.

Wheelbase ... .. 7 ft. 10 ins.

Track (front) ... .. 4 ft. 3 ins.

" (rear) ... .. 4 ft. 6 ins.

Length ... .. 13 ft. 10 ins.

Width ... .. 5 ft. 10 ins.

Performance (maximum speed) : 90 m.p.h.

Petrol consumption : 22-24 m.p.g.

### CONDITIONS OF SALE

The goods manufactured by The Standard Motor Company Limited are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute or otherwise.

**PRICES.** The Company reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery.

**SPECIFICATION.** The Company reserves the right on the sale of any vehicle to make before delivery without notice any alterations or departure from the specification, design or equipment detailed in its various publications.

**LITERATURE.** Every precaution has been taken to ensure accuracy but the Company accepts no liability for errors or omissions.

### A FEW SPECIAL POINTS

The general contour of the body both with the head up and in the lowered position, has been given every thought to reduce wind resistance. All the usual accessory projections have been merged in the general outline wherever possible to avoid wind noises.

The body is constructed in light alloy on the principle of inner and outer panels, which gives a boxlike formation of great rigidity, the cavities between are utilised for the housing of various mechanisms.

**The Coupe Folding Head** is hydraulically operated. When in raised position quick release toggle catches securely hold the head to the screen top rail. When not required the head disappears completely into the body underneath a metal deck panel. A small switch on the fascia gives control over raising and lowering.

**Bonnet** hinges and opens from either side, or takes off completely for maximum accessibility.

**Headlamps** are mounted on a bulkhead behind the nose of the front wings and are concealed by an automatically-operated shutter.

**Curved Windscreen**, fixed type, glazed with Triplex safety glass, in narrow section frame, with slender side pillars which, combined with a frameless pivot type front door ventilator, gives maximum visibility.

**Door Locks** are push button controlled, thus avoiding projecting outside door handles.

**Door Windows** are metal framed and raised or lowered hydraulically.

**Spacious Boot** with the opening line extended to the full body width, giving a low luggage loading. Boot lid locks automatically when closed down and can only be opened from inside the car by a cable release.

**Detachable Covers** enclose the rear wheels. The retaining mechanism is easily operated and entirely concealed.

**Bench Seat.** Adjustment is hydraulically controlled by a button mounted low down on the seat side, convenient for use by driver only. Trimmed in quality hide and has a flush folding centre armrest. Dunlopillo cushioning.

**Spare Wheel** is contained in waterproof shell under the boot floor.

**The Heater and De-mister Unit** is a built-in feature, and is a 2kw. Smith's type.

**Warning Indicators** of the flashing type from control mounted centrally in the steering column. A small warning light is let flush into the fascia to give indication when these traffic warnings are in operation.

**The Hydraulic Equipment**, pumps, solenoid valves and pipe lines are hidden from view, but are easily accessible.

**Four-Wheel Jacking** operated through a trap-door in front of passenger's seat.

THE TRIUMPH MOTOR COMPANY (1945) LIMITED, a subsidiary of THE STANDARD MOTOR COMPANY LIMITED, COVENTRY, ENGLAND.

Printed in England



PUBBLICITÀ TRIUMPH (OTTOBRE 1950) E RASSEGNA STAMPA



## *The Triumph Roadster*

### STAND 145

INTERNATIONAL MOTOR SHOW, EARLS COURT  
(OCT. 18th — 28th)

*Manufactured by*

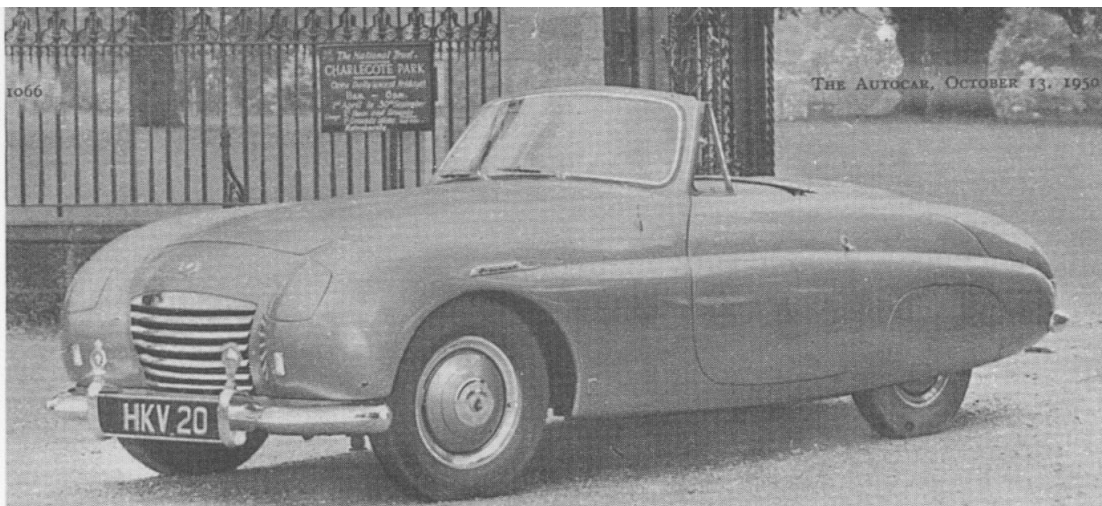
**The Triumph Motor Company (1945) Ltd., Coventry**

*A subsidiary of the Standard Motor Co. Ltd.*

*London : 37, Davies Street, Grosvenor Square, W.1.*

*'Grams : Flywheel, London. Telephone : Mayfair 5011.*

TRIUMPH CARS · STANDARD CARS · STANDARD COMMERCIAL VEHICLES · FERGUSON TRACTORS



Flush sides are relieved by a long moulding line.

## Triumph Roadster

NEW CARS  
DESCRIBED

SLEEK LINES AND EXTENSIVE AUTOMATIC EQUIPMENT : A MAYFLOWER COUPÉ

### SPECIFICATION

**Engine.**—4 cylinders, 85×92 mm (2,088 c.c.) Push rod operated overhead valves, wet cylinder liners, counterweighted three-bearing crankshaft. Pump water circulation with thermostat control and fan. Twin S.U. side-draught carburetors with twin hot spots. Submerged oil pump.

**Transmission.**—Borg and Beck dry single-plate clutch with balanced linkage. Three-speed synchromesh gear box, overall ratios: First 15.5, second 7.32, top 4.375 to 1. Laycock de Normanville hydraulically controlled overdrive, overall ratio 3.58 to 1. Hardy Spicer needle bearing open propeller-shaft, hypoid bevel final drive.

**Suspension.**—Independent front with wishbones and piston type hydraulic dampers. Screwed shackle pins. Half-elliptic rear with anti-sway bar.

**Steering.**—Cam and roller. **Brakes.**—Lockheed hydraulic, two-leading shoe, with 11in drums 2½in wide. Mechanical hand brake on rear wheels.

**Frame.**—Rectangular box section side members, cruciform central bracing. Rust proofed.

**Electrical Equipment.**—Lucas 12 volt c.v.c. with 51 amp-hour battery. Centrifugal and suction controlled ignition advance.

**Wheels and Tyres.**—5.50 by 16in on detachable steel disc wheels.

**Jacking System.**—Jackall inbuilt, operated through floor.

**General Dimensions.**—Wheelbase 7ft 10in, track (front) 4ft 2½in, (rear) 4ft 6in. Overall length 13ft 10in, width 5ft 10in, height 4ft 7in. Turning circle 35ft. Ground clearance 7½in. Dry weight 22 cwt 3 qr 14 lb. Weight, including fuel, oil, water, and tools 24 cwt 1 qr.

The second point is that although the car has a decidedly racy look, it is intended as a fast and lively roadster or open touring car, and not as a sports model, or as a "dice box." It is a complete and fully equipped all-weather three-seater car, and embodies push-button control, for almost everything, such as electrically operated windows and head lamp shutters, electro-hydraulic hood operation.

The bonnet top can be opened on either side or removed altogether, and the locker lid locked from inside the body.

For this new car the basis is the excellent engine and chassis which is used with variations for the Standard Vanguard and the Triumph Renown models. The wheelbase of the Roadster is 7ft 10in, track (front) 4ft 2½in, (rear) 4ft 6in. The four-cylinder overhead-valve engine has a compression ratio of 7 to 1 and is fitted with twin S.U. side-draught carburetors. It can develop 71 b.h.p. at 4,200 r.p.m. with a maximum torque of 108 lb/ft at 2,000 r.p.m. The weight of the complete car with oil and fuel ready for the road is given as 2,716 lb, so that the lb per c.c. figure is 1.3 and the lb per b.h.p. 37.1.

Three speeds are provided by the synchromesh gear box, the overall ratios being first 15.5, second 7.32 and third

4.375. But in addition, a Laycock de Normanville hydraulically controlled overdrive is fitted into the tail of the gear box and this gives an overdrive top gear ratio of 3.58 to 1. The equivalent engine speeds at 20 m.p.h. are, overdrive 926 r.p.m., top 1,140, second 1,904. The maximum speed of the car on top gear is given by the makers as 85 m.p.h. and the acceleration from a standing start to 50 m.p.h. through the gears as 14 sec; average fuel consumption 22-24 m.p.g.

Some idea of the graceful appearance of the Roadster can be gathered from the photographic illustrations, but these do not entirely bring out the lines, for the cross section of the front to rear wing structure is in the form of a Norman arch, so that a faint "spine" runs from end to end, and separates the mass of the body from the masses of the wings, and so lightens the appearance of the whole. This is perhaps a rather difficult touch to describe in words, but is at once evident when looking at the car.

Primarily this body is a three-seater, with a wide seat, trimmed in hide and cushioned with Dunlopillo, for three in a row, and wide doors for easy entry.

Grouped instruments and inbuilt radio in the fascia.



At the outset two particular points about the new Triumph Roadster call for emphasis. The first is that the appearance is right in the front rank of modern styling. An English designer has appreciated the finer points of aesthetic taste, and has provided a car in which the shape is so well balanced and contrived that a minimum of ornamentation is needed. This is a very pleasant relief from the lumpy swellings and the chromium chiaroscuro of some recent fashions.



THE AUTOCAR, OCTOBER 13, 1950

These doors automatically remain open when required. The body is built of light alloy throughout, and constructed on a double skin principle, giving rigidity. The cavities between the skins house the various electro-hydraulic operating mechanisms. With many of the bench seats on the cars of today, the adjustment for leg reach is apt to be a nuisance; in the catalogue they move easily, and in the car they require someone behind to push or pull whilst the driver fumbles with a catch. But on the Roadster there is something new in seat adjustment. The driver presses a button and an electro-hydraulic control mechanism moves the seat as required. A wide and inclined screen of curved glass, with twin wipers, is built into the front of the scuttle, and triangular hinged glass panels, built into the forward top of each door, are controlled by definite winding gears. The doors are front hinged and open at the back. They have push-button locks. Behind each triangular panel is a glass drop window, and this, too, is push-button operated.

## The Hood

Across the top of the body behind the squab of the seat is a metal panel or deck which conceals the folding hood. The panel can be hinged upwards, and when a button is pressed another hydraulic mechanism raises the hood from its nest, opens it and spreads it forward to meet the peak of the screen, where it is then locked and the car becomes a completely enclosed one. These hydraulic mechanisms are driven by electric motor from the battery, so that the controls can be used even if the engine of the car is not running.

It will be noticed that no head lamps can be seen. They are concealed behind vizors in the nose of the front wings. An electric control on similar lines to the mechanism of a screenwiper opens or closes the vizors, and is operated by a button in front of the driver. A plunger on the floor operates the dip and switch. Yet another novel touch is that the fastening of the balanced locker lid is also controlled from inside the car, rather like the fastening of an alligator top bonnet. The fuel tank can be filled through a lockable cap on the top of the lid, or when the lid is opened. The top panel of the bonnet does not open alligator fashion but can be opened on one side, or on the other side, or can be re-



The central filler cap is used as a tail motif.

moved altogether. When closed it is locked at four points.

Within the tail of the car is a luggage locker of considerable size, which extends forwards underneath the compartment for the folding hood. At the point of the tail is a 12-gallon fuel tank. Below the floor of the locker is a completely enclosed tray carrying the spare wheel; the tray can be dropped downwards by means of an inbuilt screw jack, and the wheel easily removed without having to lift it. Outboard traffic indicators are somewhat out of place on a car of this type, so "winking" lamps are fitted instead. They are preferred overseas, even if they are not yet legal in this country.

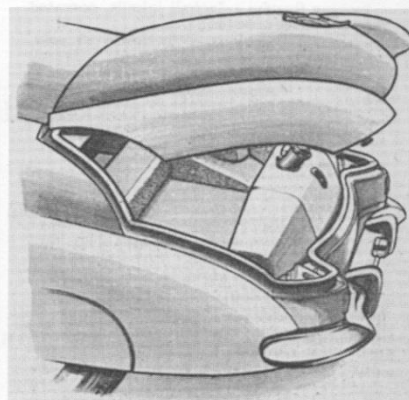
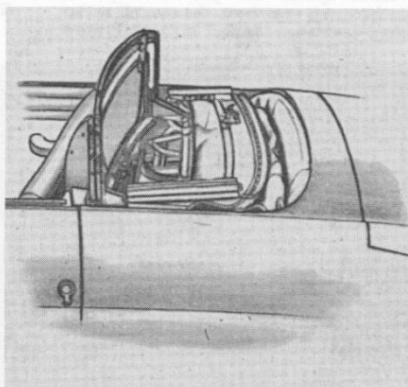
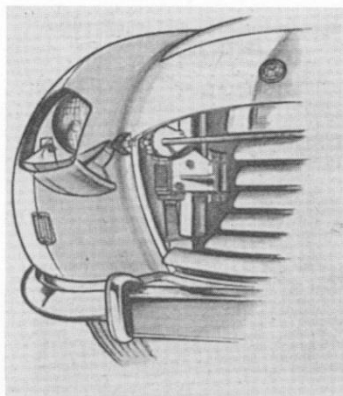
The fascia of this car is of neat design, with the instruments and secondary controls grouped in the centre. A steering wheel with multiple spokes banked capital T-shape allows the instruments to be easily seen. There is an inbuilt heater unit with an air duct from the front concealed in the body structure, and an inbuilt radio set with twin loudspeakers in the body sides below the scuttle.

Taking advantage of an opportunity to give the new Triumph Roadster a day's run, *The Autocar* formed the following impressions of its general behaviour. It represents a very considerable advance over the previous model in most respects. The extra urge of the engine has been obtained without loss of manners, and coupled with the overdrive gives a

considerably improved performance, in the sense that the comfortable and easy cruising speed is higher. The new car has excellent steering, light and reasonably quick, and quite definite; that is to say the driver can place the car on a fast curve exactly as he wishes.

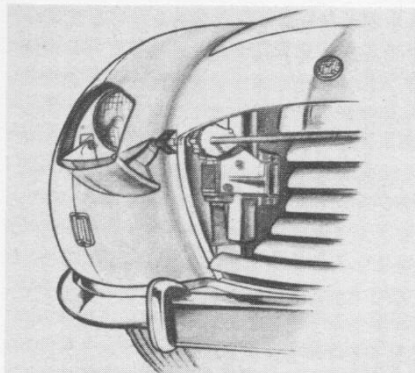
The stability is good, and the suspension provides a flat ride with nothing indefinite about it. At the outset of driving the car there is a slight suggestion of slow pitching, but with a passenger on board this impression fades in favour of an appreciation of the stable ride and the controllability. In short, the car feels perfectly safe throughout the range of its performance. Roadability being of a high order, it is easy to put up a high average speed without appearing to drive hard, and without becoming tired. An average of 48 miles covered in an hour is not difficult to obtain, without being a nuisance to other users of a normal main road. Bearing in mind the import of the last few words, that is a good performance, because it means that acceleration is good, and that the car responds exactly to its controls. In a sense, the Laycock de Normanville overdrive plays a large part in the attractiveness of this car. One has good acceleration on normal top gear, and flexibility at the lower end. But out on the open road, the overdrive gives a high cruising speed with a minimum of effort, the engine just ticks over and the hedgerows fly past. There is, too, quite good flexibility in over-drive.

(L. to R.) Automatic electrical opening of the head lamp lids; Hydraulic gear for the hood and hood panel; The luggage locker, with spare wheel and tools under the floor.

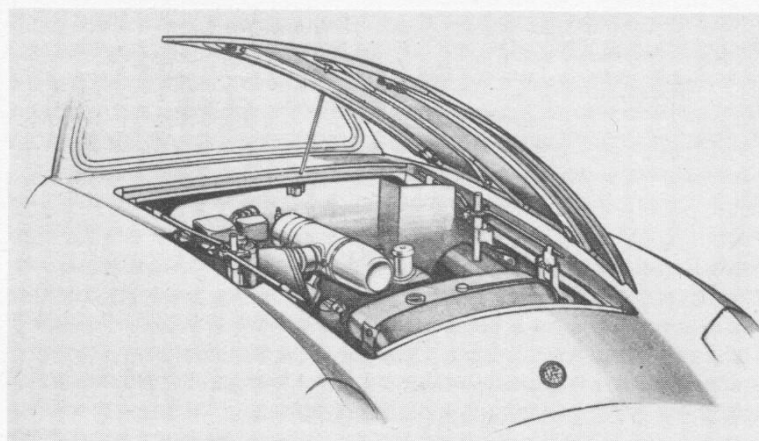


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THE AUTOCAR, OCTOBER 13, 1950



Horizontal plated slats are used at the front.



The bonnet top opens to either side and is also removable.

## **Triumph Roadster**

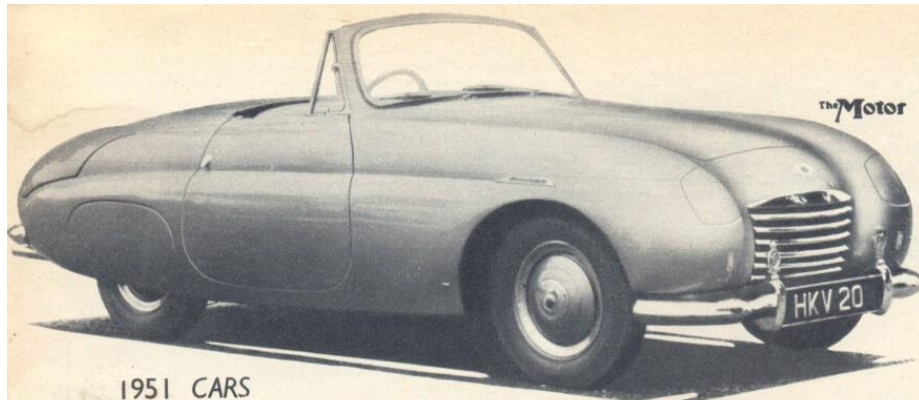
continued

One cannot help being fascinated by the electro-hydraulic push-button controls, although one might have a secret feeling beforehand that they are "trimmings." But when they are used they work very well indeed, and the mind accepts them as definite advantages.

For example, push-button control of driving seat adjustment might sound rather needless. But in point of fact to be able to adjust seating position to a fraction without the least effort is quite a blessing. Also it is excellent to be able to thwart a rainstorm when met with the car open. The seat is press-buttoned forward, two little side flaps on the after deck are undone, a catch

releases the deck to open up, and then a button on the scuttle erects the hood out of its compartment and rolls it forward to meet the windscreen peak, where it is easily and firmly clipped by a pair of toggle catches. All of which is done in a matter of seconds when one knows the drill. A complete Road Test on this quite fascinating car is looked forward to in the future.





1951 CARS

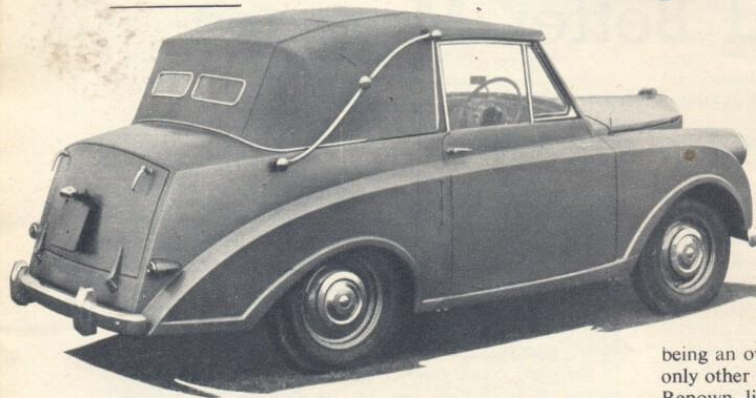
The Motor

October 18, 1950.

## Additions to The TRI

An entirely new 85 striking appearance, coupé will supplement

**ELEGANCE.**—The new Triumph Roadster is a two-seater with entirely original and most attractive lines, as can be seen above.



**DOUBLE LIFE.**—The new Mayflower drop-head coupé is shown here with head erected in a picture which also indicates the extra length of rear deck provided on this model.

CONSIDERABLE contrast is presented in the Triumph programme for 1951, which consists of two unchanged types with one modified and one entirely new model. The cars continuing without change are the razor-edged Renown saloon, which for some time past has been offered with the Laycock-de Normanville overdrive fourth speed as optional equipment, and the similarly styled Mayflower in which the purchaser is confined to the conventional three-speed gear box.

The Renown is well-established, but although the Mayflower was shown at last year's Exhibition it is only just emerging from the production lines, and in the meanwhile, much has been done to extend the equipment in detail and to improve the already high standards of general finish. The saloon is now supplemented by a four-seater, drophead coupé which uses substantially the same pressings and has, indeed, windscreen and front door windows identical with the saloon model.

The head, however, is of the completely folding type which gives closed car weather protection, or the amenities of a completely open touring car at will. The design is such that the space available for the passengers is not encroached upon and to improve the appearance of the car the rear panel has been extended slightly backwards, giving a correspondingly slightly larger luggage locker. Mechanically, the car is unchanged.

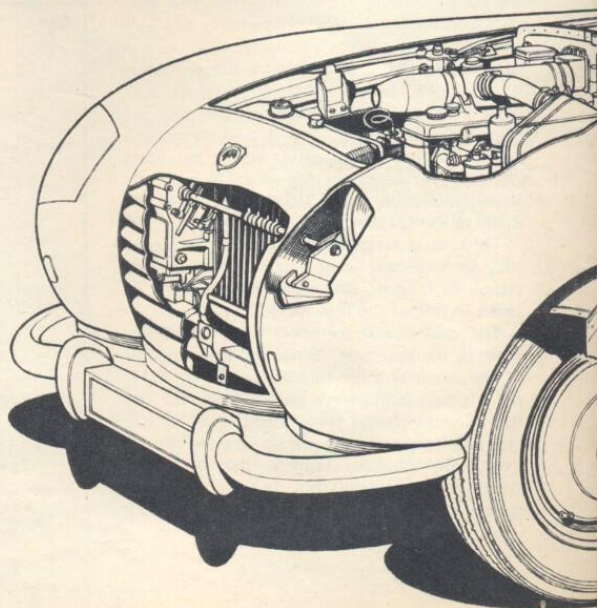
With this preliminary one may turn to the major Triumph announcement which consists of an entirely new car to replace the Roadster Model, which has proved so popular in many motoring circles since it was first announced in 1946.

The engine is a developed version of that which has been used in the Roadster for the past two years, but by using a slightly higher compression ratio and two horizontal S.U. carburettors the power output has now been raised to 71 b.h.p. at 4,200 r.p.m. whilst lower down the scale the peak of the torque curve is now attained at 2,000 r.p.m. instead of 2,500 r.p.m., and is slightly higher than heretofore. Four forward speeds are provided, top

being an overdrive on the de Normanville principle. The only other major mechanical change as compared with the Renown, lies in the use of 11 in. diameter by 2½ in. wide brake drums in the Lockheed system which results in a substantial enlargement of the friction lining area, this now being 169 sq. ins. per unladen ton.

This change has been made in the light of the higher maximum speed attained by the new car which is of the order of 85 m.p.h., equivalent to 4,800 r.p.m. on fourth gear.

At the front end of the car there is a bold air intake orifice with horizontal chromium-plated slats and on each side there are wide-radius protrusions which form the leading edge of the body and house the headlamps. During daylight hours the radius is sustained by a panel which is held in position by a cross shaft joined to an electric motor. The act of switching on the headlights simultaneously activates the motor and the panels are swung downwards so that there is an unrestricted beam





October 18, 1950.

## UMPH Range

m.p.h. 2-3 seater Roadster of and a Mayflower drophead the existing saloon models.

from the reflectors. Sidelights are separately mounted in the lower part of the bodywork.

A deep recess in the scuttle provides accommodation for the battery and heater, the latter supplying air to both the interior and to ducts behind the windscreen and receiving fresh air through a conduit from the front end of the car.

The sides of the scuttle are also put to good use, in this case for mounting twin-matched loudspeakers within the walls of the double skin which is a characteristic of the body construction. On the left-hand side of the car, there is also mounted a radio mast, which can be extended or retracted by servo power supplied by the manifold vacuum.

The double wall of the body and the extreme stiffness of the box sections formed thereby are very clearly shown in the perspective drawing accompanying this article, which also indicates the full provision of hydraulic servo mechanisms to perform various tasks which normally call for muscular effort.

The bench type front seat will carry three people on demand, but there is normally a wide centre armrest giving exceptional comfort for the driver and one passenger. An electric motor under the bonnet supplies power for an hydraulic ram which will move this seat back and forth over the range of adjustment provided, and the folding hood is also raised or lowered by hydraulic jacks.

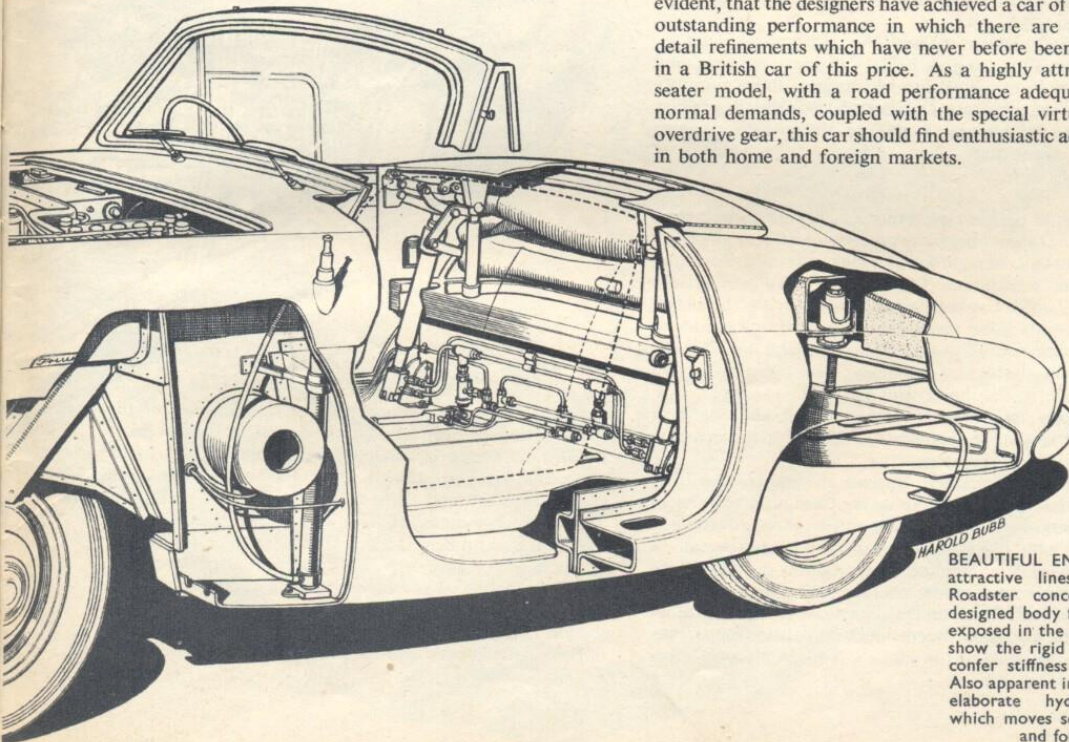
### TRIUMPH ROADSTER DATA

<b>Engine Dimensions:</b>		<b>Transmission—contd.</b>	
Cylinders	4	Prop. shaft	Hardy-Spicer
Bore	85 mm.	Final drive	Hypoid bevel
Stroke	92 mm.	<b>Chassis Details:</b>	
Cubic capacity	2,088 c.c.	Brakes	Lockheed
Piston area	35.2 sq. in.	Brake drum diameter	11 in.
Valves	Overhead pushrod	Friction lining area	193 sq. ins.
Compression ratio	7.0:1	<b>Suspension:</b>	
<b>Engine Performance:</b>		Front	Wishbone and coil spring
Max. b.h.p.	71	Rear	Semi-elliptic with anti-roll bar
at	4,200 r.p.m.	<b>Shock absorbers</b>	
Max. b.m.e.p.	130 lb./sq. in.	<b>Wheel type</b>	
at	2,000 r.p.m.	<b>Tyre size</b>	
B.h.p. per sq. in. piston area	2.2	<b>Steering gear</b>	
Peak piston speed ft. per min.	2,540	<b>Steering wheel</b>	
<b>Engine Details:</b>		<b>Dimensions:</b>	
Carburettor	Twin S.U. horizontal	Wheelbase	7 ft. 10 ins.
Ignition	coil, vacuum advance	Track:	
Plugs: make and type	Champion L.10	Front	4 ft. 10½ ins.
Fuel pump	A.C. mechanical	Rear	4 ft. 6 ins.
Fuel capacity	12 gallons	Overall length	13 ft. 10 ins.
Oil filter (make, bypass or full flow)	Purolator full-flow	Overall width	5 ft. 10 ins.
Oil capacity	14 gallons	Overall height	4 ft. 7 ins.
Cooling system	Pump and fan	Ground clearance	7½ ins.
Water capacity	2½ gallons	Turning circle	35 ft.
Electrical system	12 volt	Dry weight	22.9 cwt.
Battery capacity	51 amp. hours	<b>Performance Data:</b>	
<b>Transmission:</b>		Piston area, sq. ins.	27.5
Clutch	Borg & Beck 9 in.	Brake lining area, sq. ins. per ton	169
Gear ratios:		Top gear m.p.h. per 1,000 r.p.m.	17.7
Top O/drive	3.58	Top gear m.p.h. at 2,500 ft./min. piston speed (over drive)	73.5
Direct 3rd	4.375	Litres per ton-mile, dry (in direct 3rd)	3,520
2nd	7.32		
1st	15.5		
Rev.	18.0		

The door windows are also raised or lowered by hydraulic means and ventilation of the car is supplemented by swinging triangular panels moved by a small crank and right-angled gear.

The back of the body is entirely devoted to luggage space, for as will be seen the rear compartment is deep and wide, and in no way obstructed by the spare wheel or the fuel tank. The latter forms a deep bulkhead at the back of the locker and the former lies horizontally beneath it. Rotation of a threaded bar lowers the spare wheel compartment on to the road and alternatively draws it up to the correct position after a wheel change has been effected. The rear wheels incidentally are enclosed with detachable spats which have concealed positive locks.

From the illustrations and this description it will be evident, that the designers have achieved a car of altogether outstanding performance in which there are a host of detail refinements which have never before been available in a British car of this price. As a highly attractive 2-3 seater model, with a road performance adequate to all normal demands, coupled with the special virtues of the overdrive gear, this car should find enthusiastic acceptance, in both home and foreign markets.



**BEAUTIFUL ENGINEERING.**—The attractive lines of the Triumph Roadster conceal an ingeniously designed body framework which is exposed in the adjacent drawing to show the rigid box sections which confer stiffness to the whole car. Also apparent in this drawing is the elaborate hydraulic mechanism which moves seats, door windows and folding head.



## MODELLISMO

Della Triumph TRX risulta che solo la TW costruì un modello in metallo in scala 1:43 che era fornito in una scatola di montaggio.

