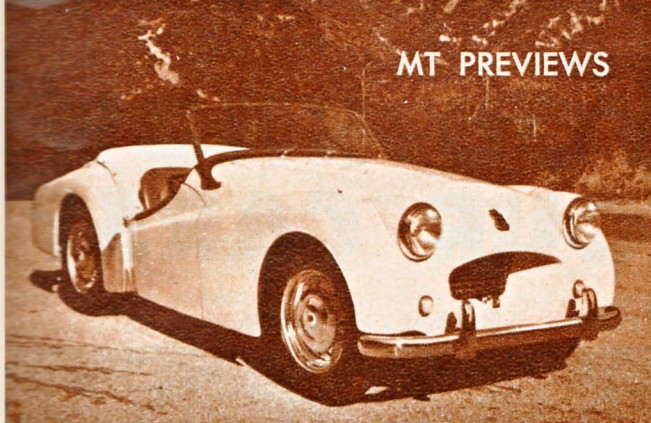
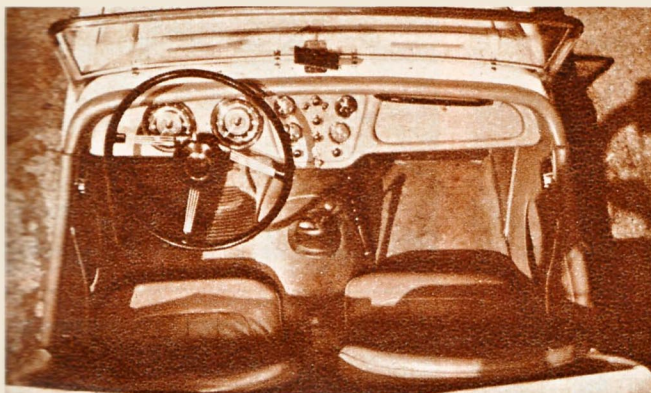
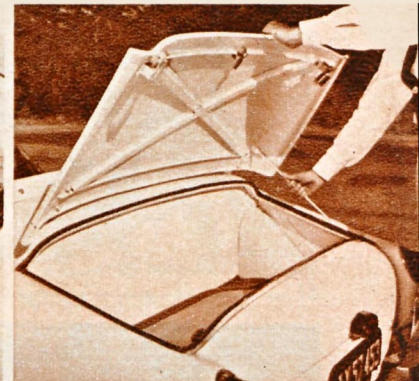
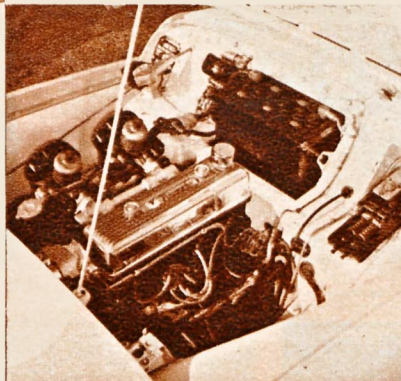


TRIUMPH TR-2

WHEN SIR JOHN BLACK announced the formation of Standard-Triumph Motor Co. (a new U.S. company), he said, "We confidently expect . . . that the Triumph will lead the sports car field in 1954." That's a large order, but after a brief run in the first TR-2 to reach the Coast, MT

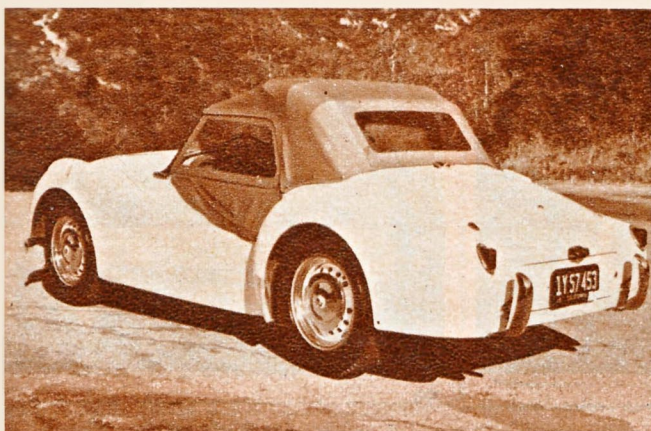
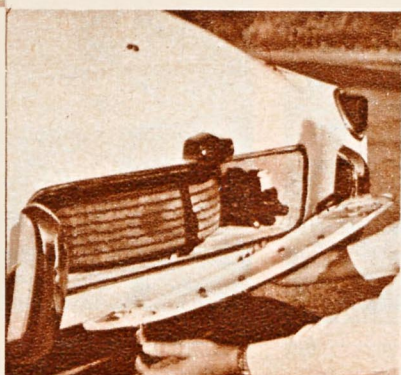


The new sports car has workmanlike lines that accurately foretell its performance potential. Under a simple "bonnet" is an engine compartment as straightforward as a physics lab. At 2100 pounds ready to roll, the TR-2 is not very light, but the 90 horsepower gives it a powerful kick. That rear compartment doesn't look too big by comparison with U. S. cars, but it takes an (optional) suitcase that fits it exactly, and holds all



is inclined to think Sir John will at least be right up there in the running. Our trial car was immodestly finished in white, with fetching rosy upholstery that also covered the dash and was echoed by the red top and side curtains. Once you've shoehorned under the wheel, there's plenty of room for long legs, and the suspended pedals are farther apart than in some imports. Looking out over the hood reminded us of

you and your lady will need for fast touring. All essential instruments, including a large and legible tach, are present. So is thick carpeting, a grab bar for your passenger, and neatly drilled holes ready for the small racing shields. In back is that feature that U. S. tourists might so much appreciate, a separate place for tools and spare. Putting up the top looks involved, but isn't. When it's up, there's no claustrophobia to speak of.



the late and unappreciated Crosley Hotshot. The car is solid, its steering is quick, its four-speed floor shift is right there when you want it, and it has good manners in the corners. Its more-than-adequate 90 bhp comes from a four-cylinder, two-carburetor ohv engine that just stays inside the two-liter class with its 121.45 cubic inches. Overdrive is optional.

Photos by Bob D'Olivo