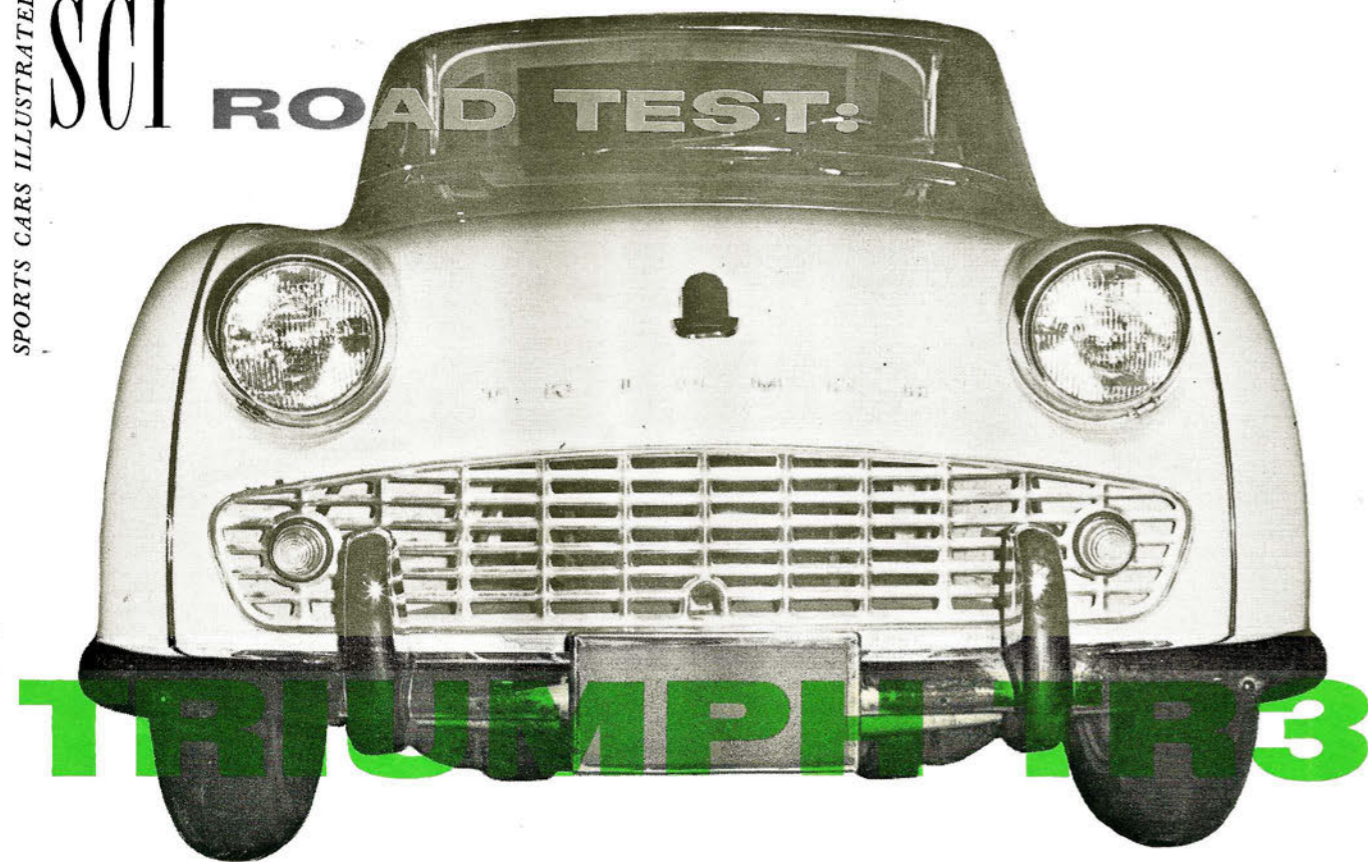


ROAD TEST:



SELDOM, IF EVER, remembering back over the last few years, have we ever met a man who bought a TR2 or a TR3 and regretted the purchase. We will remember the first time back in '54 when we climbed into a test TR2, one of the very first in this country. After a day with the car we were left wondering how they could bolt together that much car for so little money — it was one of those few cars that one is actually reluctant to clamber out of. Now, four years, loads of test miles and two models later we still get the same feeling — even more so. For sheer fun driving, the TR3 for '58 is hard to beat regardless of price.

The paramount changes in this model are in styling. The new latticed grille opening is recessed into a suggested snout-effect, a la Ferrari. The headlight bulges are smaller, and are also incorporated into the theme of the car, and of course are sealed beams. Across the hood the name is spelled out in large (but not too large) letters. A fuller and sturdier bumper spans the front, protecting the headlights and

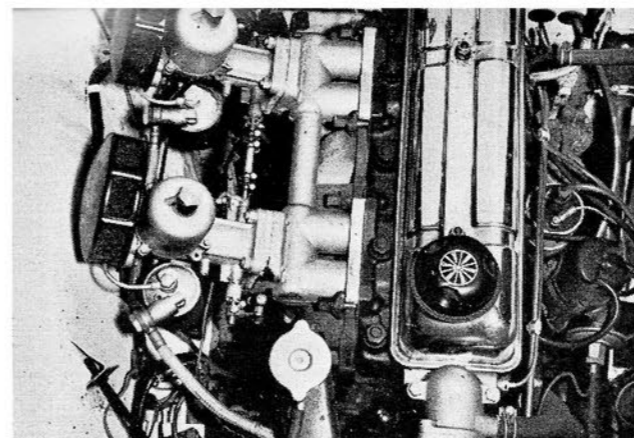
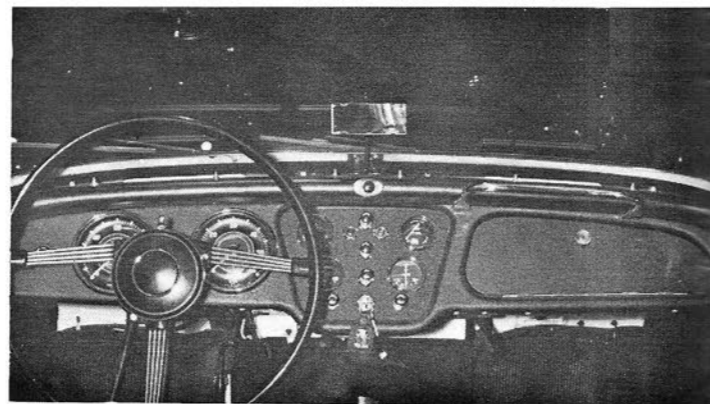
TR3 corners flat at high speed, such as on the "S" turns at Lime Rock. It seems to have an oversteering quality that makes it want power in turns to hold comfortable clip angles. Interior is roomy, well instrumented, finished in leather.



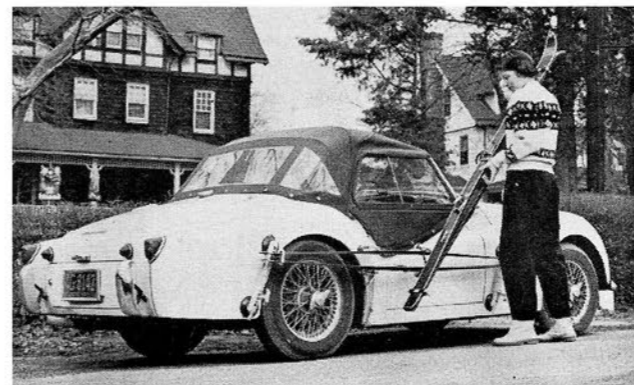
fenders as well as the grille. The appearance is a lot smoother because of these changes.

The TR3 supplied us by Standard-Triumph Motor Company was not a super-tuned cream puff. Service manager Peter Snow felt that the best way to evaluate a Triumph is to test the one that the next customer would have bought, so he just drove one out and gave it to us. This one is now a demonstrator.

But drive it we did! When we picked up the car, the odometer read *thirty-five* miles. Before making performance runs, or road tests of any kind, we just drove, putting over two thousand miles on the car in two weeks. This mileage ranged from close New York City traffic to ranging up to Belleayre Mountain on the Thruway for a week-end of skiing. The car behaved no matter what we did to it, averaged 26 mpg for the first thousand, and is now delivering in the order of 28 mpg. Unquestionably it will keep getting better. So far we've added no oil.



Engine is identical to last year's unit — one hundred very active horses that are easy to get at. Top speed: 104 mph.



A sports car for winter sports, too: in the interests of reader information, Associate Editor and friend borrowed a ski rack from Alpine Ski Shop and test-drove to Belleayre Mt.

The engine, as well as the gearing and other mechanical components, is identical to last year's Triumph engine, exactly — right down to the last bolt. There is plenty of power, even around 2000 revs, but the engine likes to go over the 3000 mark. This is the zone, 3000 to 4500, where you really move out when you punch the throttle.

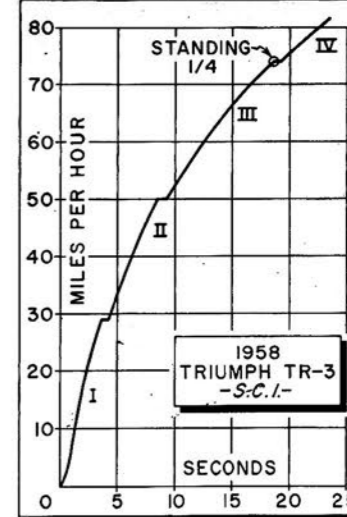
The gear box on our new car was tight, but by the end of 2000 miles it slipped easily from gear to gear. The hydraulically-operated clutch is easy to work, gradually engaging, and positive when it pops in. But the short gear shift lever is perhaps the nicest feature in this department: we changed gears by reaching out and taking hold of the rubber dust cover on the stick, and changed gear slots by moving just the thumb. It's as easy as that.

Acceleration can be neck snapping if you want it to be: on the other hand the smooth-engaging clutch and good torque characteristics at the low end permit gentle take-offs, too. Two thousand revs is forty mph in fourth, but this same 2000 is plenty to get you off the mark, if you want smoothness and aren't in a hurry.

The brakes leave absolutely nothing to be desired. We made more than ten consecutive stops from sixty miles per hour — hard stops with just enough pressure to keep from locking the wheels. The adjustment of the rear (drum) brakes was faulty, and despite the fact that on every stop the right-rear wheel locked, our gauge reading was in the order of $\frac{2}{3}$ "g," or approximately 70% efficiency on every stop. Apparently disc brakes of this type and size are able to do most all of the stopping. It is interesting to ponder, however, how we would have stopped if the brakes had been adjusted perfectly! The brakes felt as good when we finished as they did when we started.

The very first day that we had the car, it snowed. Taking the car out that evening, we were negotiating a twisting, unlighted, and deep-slush covered road at a fairly good velocity. The Triumph feels good even under these driving

(Continued on page 58)



PERFORMANCE

TOP SPEED:
Two-way average 103 mph
Fastest one-way run 104 mph

ACCELERATION:

From zero to	seconds
30 mph	4.4
40 mph	6.3
50 mph	8.4
60 mph	12.6
70 mph	16.6
80 mph	22.6
Standing 1/4 mile	18.6
Speed at end of quarter	74 mph

FUEL CONSUMPTION:
Hard Driving 17 mpg
Average Driving 30 mpg

BRAKING EFFICIENCY:
More than ten consecutive emergency stops from 60 mph were made at 2/3 of a g without any loss of pedal. However, on each stop, the right rear brake locked.

SPECIFICATIONS

POWER UNIT:

Type	In-line 4
Valve Arrangement	push rod ohv
Bore & Stroke	3.27 x 3.62 in (83 x 92 mm)
Stroke/Bore Ratio	1.11/1
Displacement	121.5 cu in (1991 cc)
Compression Ratio	8.5/1
Carburetion by	Two Su H.6 sidedraft
Max. Power	100 bhp @ 5000 rpm
Max. Torque @ rpm	118 lb-ft @ 3000 rpm
Idle Speed	800 rpm

DRIVE TRAIN:

Transmission ratios I	3.38
II	2.00
III	1.32
IV	1.00
Final drive ratio (test car)	4.11
Final drive ratio with OD	4.55 (3.7 in OD)
Axle torque taken by	Leaf springs

CHASSIS:

Wheelbase	88 in
Front Tread	45 in
Rear Tread	45 1/2 in
Suspension, front	Coil and wishbone
Suspension, rear	Solid axle, leaf spring
Shock absorbers	Telescopic front, piston rear
Steering type	Cam and lever
Turning diameter	38 ft
Brake type	Girling 11 in disc front
Brake lining area	Girling or Lockheed drum rear
Rubbed area	248 sq in front, 87 rear
Tire size	155 x 15 Michelin X (equiv. to 5.50 x 15)

GENERAL:

Length	151 in
Width	55 1/2 in
Height	50 in
Weight, test car	2135 lbs
Weight distribution, F/R	53/47
Weight distribution, F/R, with driver	51/49
Fuel capacity	15 U. S. gallons

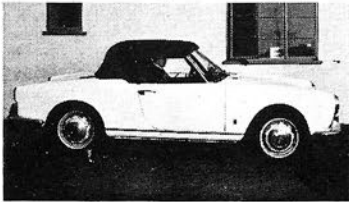
RATING FACTORS:

Bhp per cu. in.	0.82
Bhp per sq. in. piston area	2.99
Torque (lb-ft) per cu. in.	0.98
Pounds per bhp — test car	21.4
Piston speed @ 60 mph	2065 fpm
Piston speed @ max power	3010 fpm
Brake's rubbed area per ton	315 sq in

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VANWALL

The smashing Silverstone debut of the "new" Vanwall is now history, as is their brilliant speed during 1956 and their outright 1957 victories against Italy's finest. During '57 Vandervell froze the basic design of his cars, and assigned his designers the advanced task of creating specialized editions to suit particular circuits, as Mercedes had done in 1955. One example was the pug-nosed Monaco team cars, complete with nerfing bars (the year before two Vanwalls had retired prematurely, their long snouts dented during early-lap infighting and the cooling suffering as a result).

Most outlandish Vanwall machine, though, was the Reims "streamliner." Costin must have had a ball with this assignment, for he brought forth a highly-original interpretation of a racing car. Front wheels were fully enclosed by sweeping fenders, pierced at the nose by three intakes for brakes and engine. A curious clamshell-like lid capped each rear wheel. The impression was of a vehicle that might easily become a potent sports car if its builder willed it — though this is not likely, at least in that form. Evaluation of the Reims variant was made impossible by confusion over gear ratios and engine power; but frankly it did not seem to be a success.

As we write, Vanwall plans for 1958 are not finalized, but the big problem for all G.P. entrants will be conversion to 100 octane gasoline. Other things being equal, the most successful gas-fueled car is usually the one with more cylinders (and thus smaller combustion chambers, which can swallow higher compression ratios without preignition). The Vanwall, with four barrels, thus looks bad next to the V-8 Ferrari and V-12 Maserati.

Two big factors will stand in its favor: Vandervell's great familiarity with fuel injection, and Weslake's long experience with Jaguar's sports/racing cars. There's already a striking similarity between Vanwall and Jaguar combustion chambers, and it may be more marked soon. No, even without a new engine they can't be counted out.

Chapman has now experienced the new challenges of the super-speed ranges, and is rumored to be at work on a lower, more compact toy for Uncle Tony. If so, it will be built with the detail care and fine finish shown by most Vandervell machines so far, and nothing will be spared to service and repair it properly.

From this humble seat we can't predict the Vanwall '58 fortunes, but if, as strong rumor has it, a canny old Argentine seer appears on the premises, with helmet in hand — well, that'll be *their* turn for the Championship, that's all.

Karl Ludvigsen

TRIUMPH TR3

conditions. Within a split second a dog ambled into our path. We stepped on the brakes — hard — and the TR3 stopped *straight* in a distance that seemed no longer that if we had been on dry concrete. It's pretty hard to do better than that.

In order to determine just how well our TR3 handled, we then took it racing (against the clock) at Lime Rock. When we drove through the gate, we were somewhat perplexed to find that part of the track was covered with *snow*; nonetheless we had a crack at it.

The steering is very quick, and when cornering at low speeds there is a tendency (or a need) to straighten the car out a bit after it's been committed to a line. However as the speed picks up, this necessity seems to disappear, and tracking is quite easy. It's a stiff-feeling wheel, with no play and very little return, but it feels good regardless of vehicle velocity.

We ambled around the course a few times, and on one turn a combination of road ice and driver enthusiasm sent the tail out a little too far. Fact is, we spun. But the important thing is that we spun *flat* — it never even came close to going over, and we always had it under control even when it was out of shape. And despite the biting cold weather, the heater kept us comfortable.

The interior is finished in leather, with rubber mats on the floor. It's a lot easier to get into this TR3 than it was last year, because real, honest-to-goodness twist handles have been placed on the outside of each door (ever close the doors with both curtains snapped shut?). There is a large range of seat adjustment, enough to cater to anyone under seven feet tall. The seats are soft, bucket-type, placed so that there is plenty of elbow room.

And there's also room under the hood to get at and work on the engine. The plugs are in the open, as well as the SU's, carb linkage, battery, hydraulic fluid etc. When we completed the first of our high-speed runs over the SCI course, and turned around for the return, the engine developed a terrible miss. The Tech Editor raised the hood, located the trouble, and secured the hood within one minute. The trouble was in a carb dash pot that had loosened. He didn't even need a light.

There is one thing about the car that we complained about last year, and we will have to pan again. The exterior of the doors are curved surfaces, however the mating surfaces of the side curtains are flat. The result is that the surfaces meet only at the center, allowing cold air to channel onto the back of the neck. We made the car very comfortable by stuffing two wool mufflers into the gaps, however it seems a shame that Triumph couldn't either have curved the side curtains to the contour of the door, or installed a simple piece of insulating rubber.

On the other side of the ledger, the things that impressed us most was the excellent quality control at the Coventry works. The dash panel is fitted with finely made instruments, and you get the feeling that if you own a Triumph for a hundred years, nothing is going to fall off of it. This, unfortunately, can not be said of all our domestic automobiles.

Last year's TR3 sold for \$2625; this year's sells for \$2675. It would appear there is a price increase, but we don't think so: you get more automobile. The improvements and conveniences that were put on at the factory would cost more than fifty dollars, even the do-it-yourself way. And every one of them is worthwhile.

—Len Griffing