




It takes more than a stick shift to make a sports car.

Some people will tell you that any car with a stick shift, bucket seats and wire wheels is a sports car. Not so. A real sports car is unique from frame to fender. Like the Triumph TR-4.

 Start up the TR-4 engine and drop her into low. Notice the short, sure throw. Take off, through the gears. Four forward speeds—all synchromesh.

Feel the big engine work. Triumph's tremendous torque takes you to 60 mph in 10½ seconds. You can top 110. TR-4 has all the power you need—in traffic, or on the road.

Head into a curve. The rack-and-pinion

steering responds instantly... accurately... right where you aim it. The wide track suspension and low center of gravity let you corner faster, flatter, safer than you ever thought possible.

Now hit those big disc brakes. No fade... no falter. You can't stop faster or straighter! You'll never have more control over a stop. (How about the availability of Triumph

services? No problem. Parts are available through a nationwide network of factory warehouses, distributors and dealers.)

Small wonder the TR-4 is the SCCA National Class Champion for the third straight year!

Another small wonder: the price. \$2849*. For America's most popular sports car. Try any of those so-called "sports" cars. Then drive the TR-4. You'll see the difference.

*Suggested retail price POE plus state and/or local taxes. Slightly higher in West. Look for dealer in Yellow Pages. Overseas delivery available. Standard-Triumph Motor Co., Inc., 675 Madison Ave., N. Y. C. Canada: Standard-Triumph (Canada) Ltd., 1463 Eglinton Ave. W., Toronto 10, Ontario.

