

Manufactured by

THE STANDARD MOTOR CO. LTD.
CANLEY, COVENTRY, ENG.

Phone : Cov. 3181. Grams : "Flywheel, Coventry"

WEST END SHOWROOMS

"STANDARD CARS," 37 DAVIES STREET, GROSVENOR SQUARE, LONDON, W.1

Telephone : Mayfair 5011

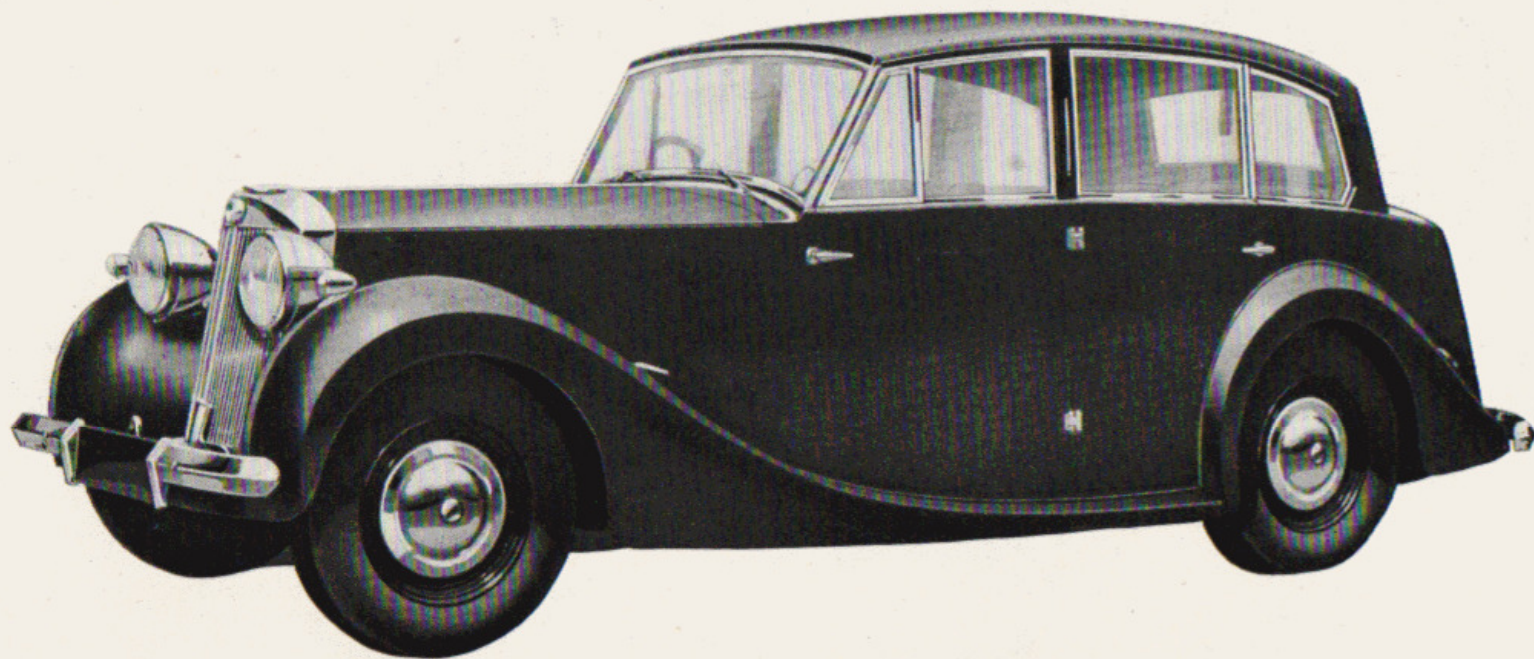
ILLUSTRATIONS AND SPECIFICATIONS MUST BE TAKEN AS A GENERAL GUIDE AND NOT AS BINDING IN DETAIL

THE NEW

TRIUMPH

Specification

MANUFACTURED BY THE STANDARD MOTOR CO. LTD. CANLEY, COVENTRY.



The New Triumph

"1800" Town and Country Saloon

SPECIFICATION OF THE NEW TRIUMPH "1800" SALOON

BODY.

Four-door, six-light, light alloy panelled 5-6 seater body, knife edge style. All windows fitted with Triplex toughened glass. Hinged and adjustable no-draught ventilators on front doors.

UPHOLSTERY.

Fine quality deep sprung furniture hide.

SEATING.

Front and rear seats of the bench type, each having centre folding arm rests, front seat adjustable for reach. Fixed side arm rests at rear, adjustable arm rests attached to front doors. No footwells.

EQUIPMENT.

Instrument Panel. Gauges—fuel, oil pressure and water temperature. Speedometer with trip. Electric clock. Concealed lighting to above instruments. Ignition warning light.

Starter button, easy start control. Main lighting switch and ignition key. Twin windscreen wipers, independent control, motor in scuttle.

Items. Two glove lockers. Sun visors, interior mirror. Ash trays. Roof light with integral switch. Front doors fitted with pull handles, window winders and pockets. Rear doors fitted with window winders and pockets. Pull straps for rear passengers. Parcel shelf behind rear seat. Concealed blind, driver controlled. Sound deadening thick carpets with felt underside. Locks to all doors.

LUGGAGE.

Accommodation for suit-cases in roomy enclosed locker, locked by door key. Lid opens as firm flat platform, and can be locked in this position. Spare wheel and tools housed in locker lid. Capacity 13 cu. ft. (locker closed). Special section rubber water seals to locker lid.

ENGINE.

Four cylinders, 73 mm. bore \times 106 mm. stroke, capacity 1776 c.c. Overhead valves, push rod operated from harmonic cams. High efficiency combustion chambers, compression ratio 7.5. Three-bearing crankshaft with integral balance weights. Precision bearings. Aluminium alloy pistons. Thermostatically controlled pump cooling system with 12 in. diameter four-blade fan, vee belt drive. Chromium iron cylinder block, bores specially treated to resist wear. Hot spot induction pipe. Solex down-draught economy carburettor, combined air cleaner and silencer. Pressure lubrication by submerged gear pump, full flow oil filter. Coil ignition, automatic advance with micrometer adjustment. Ventilated dynamo. "Buoyant Power" flexible mounting for engine and gearbox unit, flexibly mounted exhaust system.

TRANSMISSION.

Borg and Beck single dry plate clutch. Four-speed synchromesh gearbox, remote control gear change on steering column, with positive stop for reverse. Silent double helical gears. Gearbox oil filler and dipstick. Hardy Spicer all-metal propeller shaft, universal joints having grease nipple lubrication for the needle roller bearings.

GEAR RATIOS.

Top	4.86	Second	11.80
Third	7.06	First and Reverse	19.18

AXLES.

Semi-floating rear axle with one-piece steel casing. Spiral bevel final drive. Four bevel pinion differential. "Independent" front axles, linked by wish bone shackles at top and laminated spring at bottom, with robust shackle pins.

BRAKES.

Girling "Hydrastatic" brakes, hydraulic operation by foot to four wheels. Automatic brake adjustment. Hand brake of "pull" type, mechanical operation to rear wheels. Alloy cast iron brake drums. $1\frac{1}{2} \times 10$ " diameter, front and rear.

FRAME.

Exceptionally rigid tubular construction, $3\frac{1}{2}$ " diameter tubes for side and cross members, deep box sections welded to side members.

SUSPENSION.

Independent suspension for front wheels, using a single transverse multi-blade laminated spring of low periodicity. Two semi-elliptic springs of similar type are used for the rear suspension. Luvax Girling piston type hydraulic dampers, having pressure recuperation.

STEERING.

"Marles" cam and twin roller. Two-spoke sprung steering wheel, $17\frac{1}{2}$ " diameter.

ELECTRICAL EQUIPMENT.

12 volt. 63 amp. hr. battery. Two head lamps with foot-operated dip and switch anti-dazzle device, two side lamps. Enclosed rear number plate illuminated by two rear lamps. Automatic reversing and stop lights. Wind-tone horns located under the bonnet.

PERFORMANCE OF THE NEW TRIUMPH "1800" SALOON

BRAKE HORSE POWER (ROAD SETTINGS).

1000 r.p.m.	16 h.p.
2000 r.p.m.	35 h.p.
3000 r.p.m.	53 h.p.
4000 r.p.m.	63 h.p.
4500 r.p.m.	peak 65 h.p.

ACCELERATION.

0-50 m.p.h. through gears	16 secs.
10-30 m.p.h. top gear	13 secs.
30-50 m.p.h. top gear	13 secs.
30-60 m.p.h. top gear	21 secs.

MAXIMUM SPEEDS.

Top gear	80 m.p.h.
Third gear	50 m.p.h.
Second gear	30 m.p.h.

CONSUMPTION.

Petrol at 40 m.p.h.	26 m.p.g.
Oil	2000 m.p.g.

BRAKES.

From 30 m.p.h.	Stopping distance 30 ft.
From 40 m.p.h.	Stopping distance 60 ft.

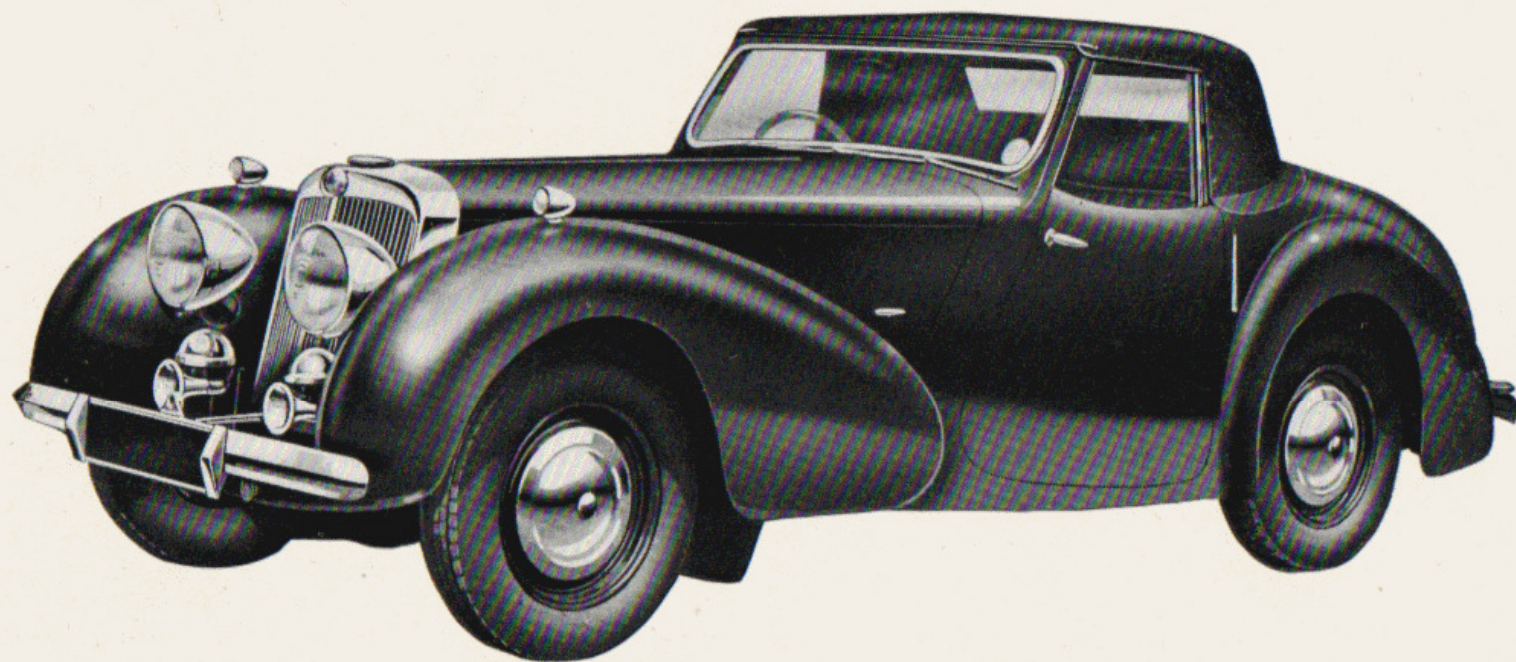
DIMENSIONS.

Petrol tank capacity	10 galls.
Tyre size	5.75"-16" disc wheels
Turning circle between kerbs	40 ft.
Wheelbase	9' 0"
Track (measured at ground)	Front 4' 1 $\frac{3}{4}$ " Rear 4' 6 $\frac{3}{4}$ "
Ground clearance	7"
Length (overall)	14' 8"
Width (overall)	5' 3 $\frac{1}{2}$ "
Height (overall unladen)	5' 3 $\frac{1}{2}$ "
Dry weight (shipping weight)	24 cwts. 0 qrs. 14 lbs.
Weight (complete with fuel, oil and water)	25 cwts. 1 qr. 0 lbs.

TOOL KIT.

Includes tool roll, portable "Bevelift" jack four corner individual operation. Starting handle, "Hydraulic" grease gun, hub cover plate remover, hand tyre pump, wheel brace and tyre levers.

COLOUR				SCHEMES	
COACHWORK				UPHOLSTERY	
BLACK				BEIGE	
DARK METALLIC GREY				GREY	
MAROON				RED	



The New Triumph

“1800” Roadster

SPECIFICATION OVERLEAF