

RECEIVED BY
A. M. A.
NOV 5 1963
LIBRARY

COLLECTED AT
LONDON AUTO SHOW
16-26, 1963

FIVE COPY
PATENT LIBRARY
AMA - DETROIT
1963 73740
YEAR CODE

the smooth six

6



STANDARD  TRIUMPH

A member of the Leyland Motor Corporation

TRIUMPH VITESSE

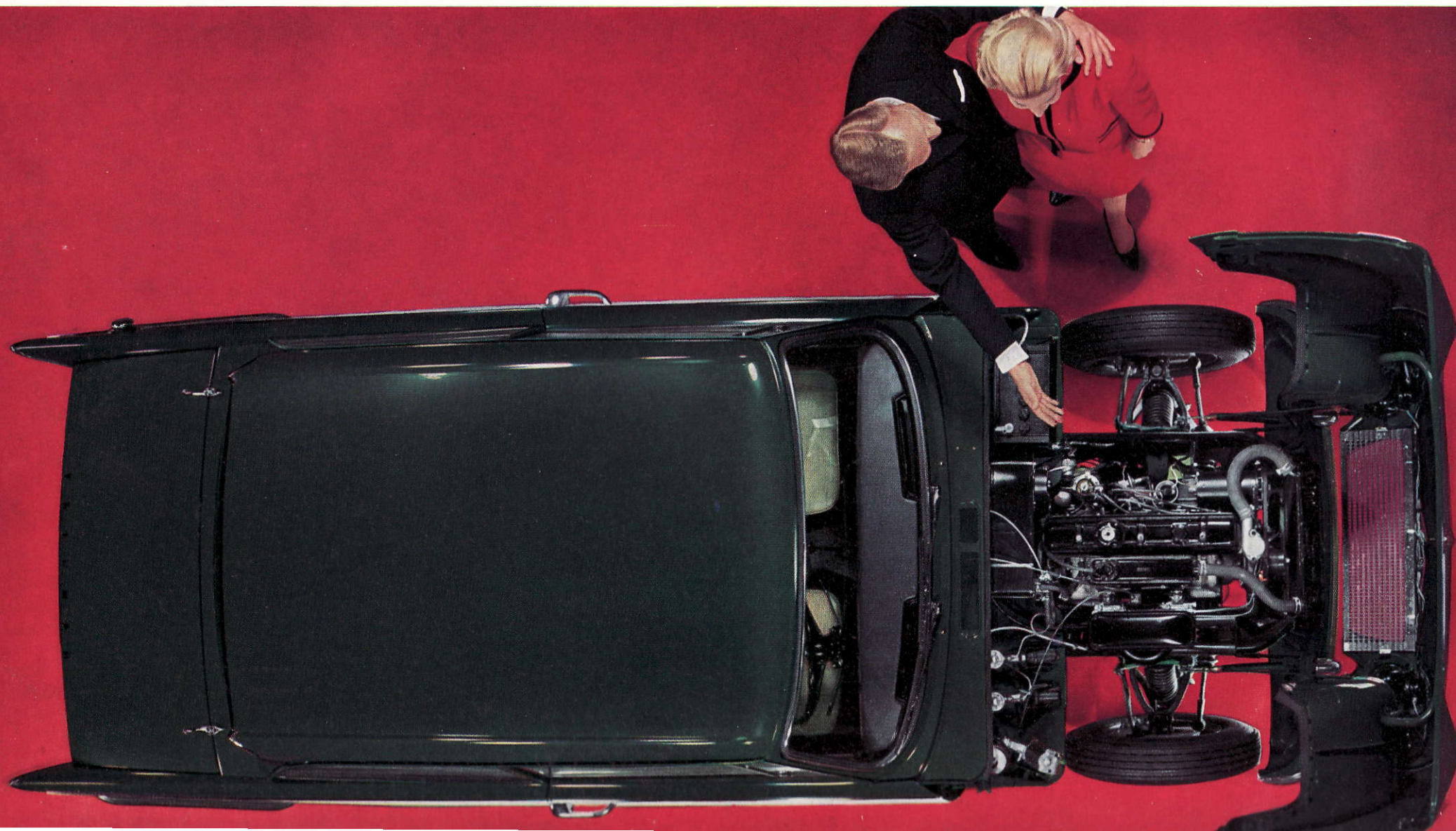
6-cylinders and rarin' to go

SMOOTH 6

A six-cylinder engine in a 17 cwt. car! That's the secret the Vitesse keeps under its bonnet. This engine, a new 1600 c.c. edition of the great Vanguard 6 engine, gives the Vitesse the heart and lungs of a **gran turismo** sports saloon with the smoothness and silence which only a 6-cylinder unit can achieve. The Vitesse reaches ninety

effortlessly, and will cruise all day long at eighty.

Even more important than m.p.h., the Vitesse has all the accomplishments of the Triumph Herald. Plus disc brakes on the front wheels. **Plus** 4-eye headlights with flasher switch for safe night driving. That's why the Vitesse is a delight to drive, and supremely safe.



Each wheel independently sprung

SUPPLE 6

This picture tells you two important things about the Triumph Vitesse. First, it shows you what a superbly engineered piece of machinery it is. This is what you would expect from a product of the Leyland Motor Corporation. There's no finer certificate of roadworthiness.

Next the picture shows you how each rear wheel on

the Vitesse has its own springing. This means that each wheel absorbs the shocks and stresses of the road without setting up similar stresses in its partner the other side of the car. No rock on bad roads. No roll on tight corners. Sporting note : Vitesse road-holding allows you to make the most of its love for a sprint!



SPARE THE GREASE-GUN

Only once in 6,000 miles does the Vitesse need to see the servicing bay of a garage. Even then, they can dispense with the grease-gun. Where the Vitesse needs grease, it has grease—rubber sealed for life, in nylon cups. So forget your servicing problems. All the Vitesse asks for 6,000 miles is petrol and an occasional check of oil, water, tyres and battery.

For the open-minded

If you're open-minded where cars are concerned, you want a convertible. The Triumph Vitesse convertible gives you the freedom of the air. The hood disappears almost without a trace into a well behind the rear seat, preserving the smooth, unbroken lines that make any Vitesse the prettiest

car on the road. And if you have to put the hood up at short notice, you can do it single-handed in seconds.

With the hood closed, the Vitesse convertible is as air- and water-tight as its saloon sisters. Rain and wind stay where they belong, on the outside.



The tough with the smooth

First thing one notices about the Triumph Vitesse is its striking good looks. Taut and elegant, it is an essay in how to be beautiful without trying too hard. No chrome curlicues. No over-stated 'styling'. Just pure lines, every contour modelled with a purpose. (Triumph design wins international prizes).

Beneath a beautiful skin, the Vitesse has a real **chassis** made from deep-channel steel girders. There's no stronger way of building a car. Usually, only very expensive cars are built round a chassis. The modest-priced Vitesse is an outstanding exception. But then it's exceptional on every count.

SKYLIGHT OPTION

The Vitesse Saloon caters for sun lovers, too. A new water- and wind-proof Skylight roof is available at extra cost. It slides open effortlessly with one-handed action from either front seat. Close it again and your Skylight Vitesse is as snug and rattle free as any conventional saloon.





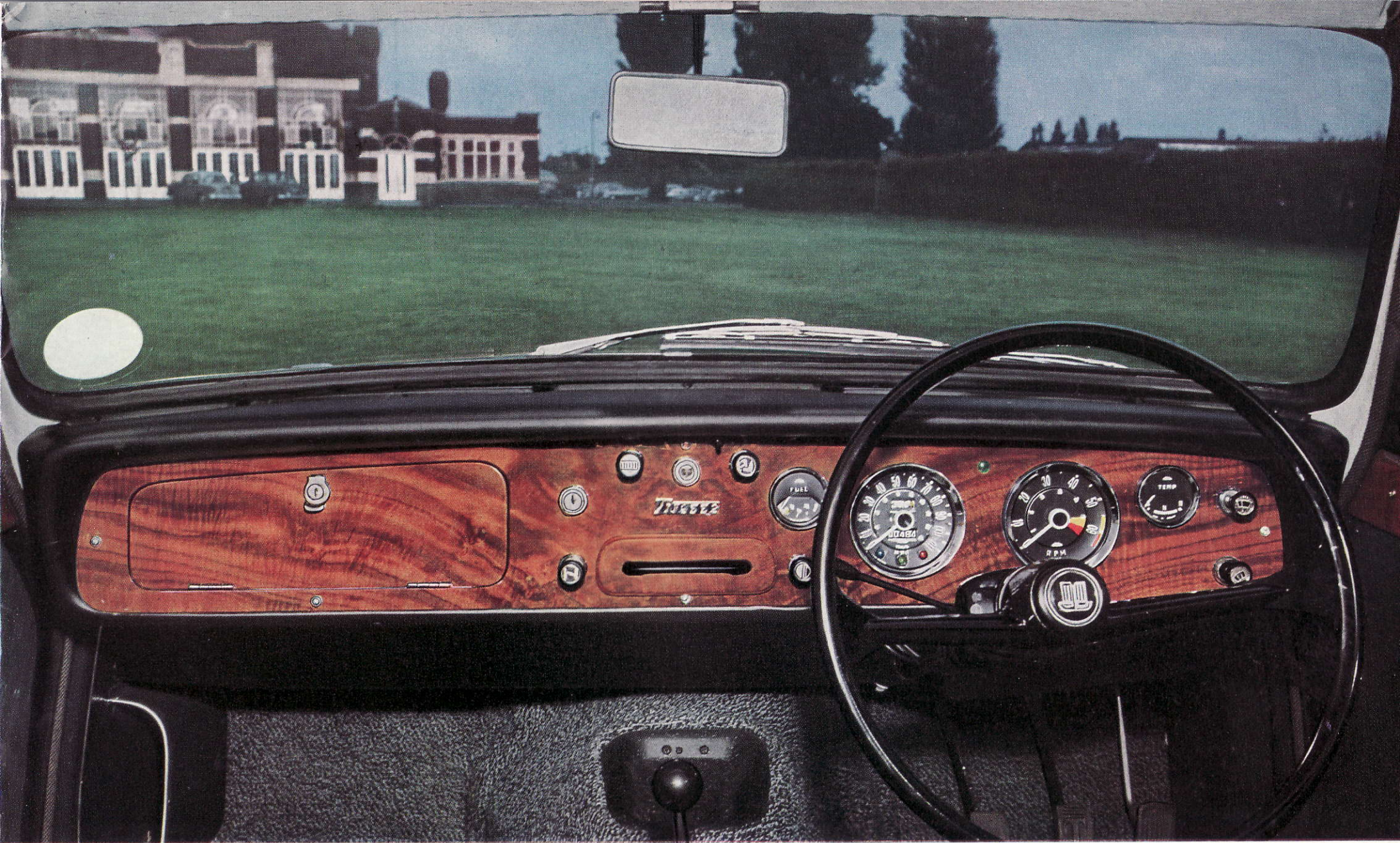
Parks in just 36" over its own length

The Triumph Vitesse turns in a minuscule circle of only 25 ft! (Most cars have a turning circle of 30 - 35 ft.) You don't need an empty car park to find how wonderful this is ; you want a crowded street, with one vacant parking pitch only inches longer than the Vitesse. You can slip into this

space in a Vitesse as easily as posting a letter.

Watch a Vitesse park. You'd swear it was on castors, it seems almost to swivel into position. Then find out for yourself how easy it is to do. You don't have to wrench at the steering wheel — full lock is at your fingertip's command.

TRIM 6



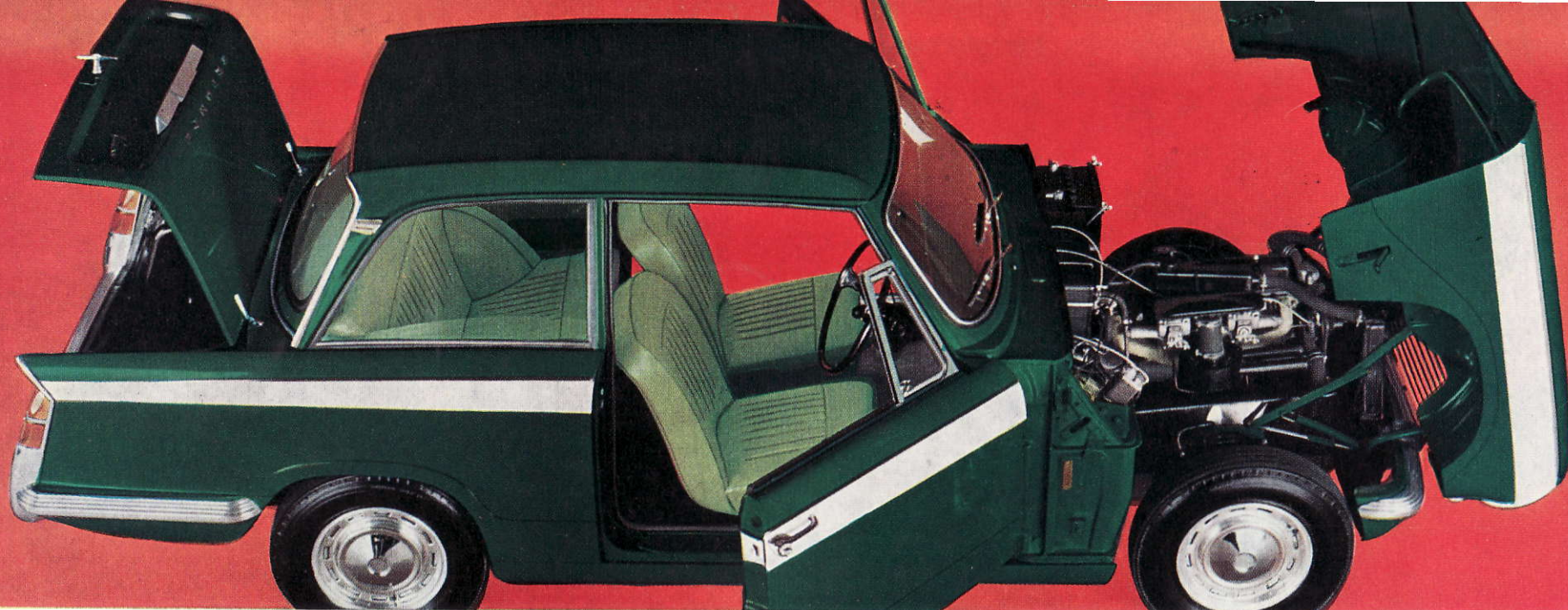
Royal box luxury, dress circle view

Every detail of the Vitesse interior breathes luxury. Deeply-upholstered seating, the driver's seat adjustable for leg length, height and rake. The elegant functionalism of the fascia with its comprehensive range of instruments. Universally pivoted sun visors. The stubby, positive gearstick, right

where you want to find it. The thoughtful provision of a tray for your sun-glasses and cigarettes. And a really efficient heater/demister.

13/14ths of your view, front, sides and back, is the world outside. Only 1/14th is interrupted by the slim pillars. (One more Vitesse safety factor).

SMART 6



TRIUMPH VITESSE portrait in depth

Saloon: Monotone finish. 2 door, 4-light, 4 seat, steel-panelled, specially treated to resist rust and dust. Safety glass, curved screen. Forward-hinged doors, push button handles. Winding windows, pivoting anti-draught ventilators. Polished aluminium bumpers and chrome plated overriders.

Convertible: Fully disappearing hood, on tubular steel framework. Wrap-round rear window. Otherwise as for Saloon.

Upholstery: Vynide. Separate front seats, driver's seat adjustable for height, rake and leg-length. Divan rear seat.

General Equipment: Heater and screenwasher, walnut veneer fascia and door cappings. Two sun visors, vanity mirror for passenger visor. Facia ash tray. Ash trays in rear side panels (Saloon). Carpets. Chrome plated door pulls and coat hooks. Driver's door locks externally. Anchor points for safety harnesses.

Electrical Equipment: **Internal.** Facia courtesy light with integral switch. Interior light with courtesy switch to both doors. Horn button on steering wheel boss. Speedometer illumination lamp. Oil pressure, headlamp main beam and direction indicator warning lamps. Combined ignition lock and starter switch. Steering column lever control of head and side lamps, dipswitch, headlamp flasher and self-cancelling direction indicators. Twin windscreen wipers, self-parking.

External. Flush quadruple headlamps, sealed units, with pre-focus bulbs. Separate side-lamps, incorporating direction indicators. Rear number plate light, twin stop lights and direction indicators.

Instruments: Instrument dial with speedometer, trip mileometer and warning lights (see above). Rev. counter. Separate fuel and temperature gauges.

Controls and Switches: Centrally grouped buttons for choke, screenwipers and headlamp master switch and instrument panel light switch. (Electrical controls—see above). Screen washer, push button action. Short centrally mounted gear lever on floor.

Luggage and Parcel Accommodation: 11 cubic feet lockable boot with fitted mat. Spare wheel housed in well in boot floor. Lockable glove box in facia. Saloon has pockets in rear quarters and a rear parcel shelf.

Dimensions:			
Length ...	12 ft. 9 in.	3885 mm.	
Width ...	5 ft. 0 in.	1525 mm.	
Height, Saloon ...	4 ft. 4 in.	1335 mm.	
Convertible (Hood up) ...	4 ft. 4 in.	1335 mm.	
Convertible (Hood down) ...	4 ft. 1 in.	1257 mm.	
Wheelbase ...	7 ft. 7 in.	2325 mm.	
Track: Front ...	4 ft. 1 in.	1245 mm.	
Rear ...	4 ft. 0 in.	1220 mm.	
Ground clearance (static laden) ...	6 in.	170 mm.	
Turning circle ...	25 ft. 0 in.	7.6 metres	

Capacities:			
Fuel tank ...	8 1/2 galls.	40 litres	
Engine sump (drain and refill) ...	7 pints	4 litres	
Cooling system ...	14 pints	7.95 litres	
Gearbox ...	1 1/2 pints	0.85 litre	
Gearbox with o/drive ...	2 1/2 pints	1.35 litres	
Rear axle ...	1 pint	0.57 litre	

Weight:			
Dry, excluding extra equipment ...	17 1/2 cwt.	876 kg.	
Complete, including fuel, oil, water and tools ...	18 1/2 cwt.	927 kg.	
Gross vehicle weight (max.) ...	24 1/2 cwt.	1255 kg.	

Chassis: Double backbone of channel section with side members forming rigid structure.

Engine: 6 cylinders, capacity 1596 c.c., bore 66-75 mm., stroke 76 mm. Compression ratio 8.75:1. Aluminium alloy split skirt pistons. Precision, lead indium bearings. Push-rod operated overhead valves. Chain driven camshaft. 4-bearing crank-shaft. 6-blade 10 1/2 in. fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter.

Transmission: Single dry plate clutch, 8 in. diameter, hydraulically controlled.

Gearbox:	Top	3rd	2nd	1st & Rev.
Ratios ...	1	1-25	1-78	2-93
Overall ratios ...	4-11	5-16	7-31	12-06

Propeller shaft with needle and roller bearings. Swinging shaft rear axle. Hypoid bevel gears in back axle.
Steel disc wheels with chrome plated nave plates.
Tyres: 5-60 x 13 in., tubeless.

Performance:
Engine: (8-75:1 c.r.) 70 B.H.P. at 5000 r.p.m. Torque 1110 lb-in. at 2800 r.p.m. Mean piston speed at maximum road speed, 2650 ft. min. at 5320 r.p.m. Road speed at 1000 r.p.m. in top gear, approximately 16.4 m.p.h.

Through gears ...	0-50 m.p.h. (0-80 k.p.h.)	12-0 secs.
Top gear ...	0-60 m.p.h. (0-97 k.p.h.)	17-1 secs.
	20-40 m.p.h. (32-64 k.p.h.)	9-6 secs.
	30-50 m.p.h. (48-80 k.p.h.)	9-6 secs.
	40-60 m.p.h. (64-97 k.p.h.)	10-6 secs.
Maximum speed	88-90 m.p.h. (141-144 k.p.h.)	depending on conditions.

Suspension: **Front.** Independent low periodicity system. Rubber bushed wishbone pivots. Patented screwed bottom bush and top ball joint swivels. Coil springs controlled by telescopic direct-acting hydraulic dampers. Anti-roll bar. **Rear.** Swing axle independent system, transverse leaf springs and radius rods. Ball and needle roller bearings in hubs.

Brakes: Self-adjusting caliper disc brakes on front wheels, disc dia. 9 ins. Drum brakes, 8 ins. dia. x 1 1/4 ins. wide, of leading and trailing shoe type on rear wheels. Front lining area 12 sq. ins. Front swept area 144 sq. ins. Rear lining area 38 sq. ins. Rear swept area 63 sq. ins. Total lining area 50 sq. ins. Total swept area 207 sq. ins.

Steering: Rack and pinion type. 16 in. two-spoke dished steering wheel, 3 1/4 turns lock to lock. Steering wheel collapses on serious impact. Column is adjustable up to 4 in.

Battery: 12-volt, large capacity.

Optional items at extra cost:

Laycock de Normanville overdrive on top two gears, electrically operated from steering column switch. Ratio of .80 gives overall gear ratios of: top 3-3; third 4-14. Duotone finish. Skylight roof (Saloon only). Tonneau cover (Convertible only).

12 MONTH GUARANTEE

Conditions of Sale

The goods manufactured by the Standard-Triumph Group are supplied with an express warranty which excludes all warranties, conditions and liabilities whatsoever implied by Common Law, Statute and otherwise. The Manufacturer reserves the right to vary the list prices at any time and all goods are invoiced at the prices current on day of delivery, ex-works. The Manufacturer further reserves the right on the sale of any vehicle to make before delivery without notice any alterations to or departures from the specification, design or equipment detailed in its various publications.

Every precaution has been taken to ensure the accuracy of this publication, but the Manufacturer accepts no liability for errors or omissions.



A member of the Leyland Motor Corporation

COVENTRY - ENGLAND

350/963/UK/50m

Printed in England