

Triumph Spitfire 1500 Engine

It competed with the contemporary Rover P6 2000, which initially was offered only with a four-cylinder engine. The Rover was also released in October 1963, just one week before the Triumph. Larger-engined models, known as the Triumph 2.5 PI and Triumph 2500 were also produced from 1968. 18b7578e1b

Triumph Toledo improved specification form. The existing Triumph Herald three-rail type gearbox was replaced with a Triumph Spitfire 1500 type single-rail gearbox and the car The Triumph Toledo is a compact car which was produced by the Rover-Triumph division of British Leyland in the United Kingdom from 1970 to 1976 18b7578e1b

Triumph 1300 1968, the 1300TC joined the basic model. Its body was designed by Michelotti in a style similar to the larger Triumph 2000. It was introduced at the London Motor Show in October 1965 and intended as a replacement for the popular Triumph Herald. It was replaced by the Triumph 1500, and was re-engineered in the early 1970s to form the basis for the Toledo and Dolomite ranges. The TC used the engine then fitted in the Triumph Spitfire, which featured twin SU carburetors and in this configuration The Triumph 1300 is a medium/small 4-door saloon car that was made between 1965 and 1970 by Standard Triumph in Coventry, England, under the control of Leyland Motors 18b7578e1b

Triumph Dolomite Triumph were however dissatisfied The Triumph Dolomite is a small saloon car which was produced by the Triumph Motor Company division of the British Leyland (BL) in Canley, Coventry, between October 1972 and August 1980. September 1970 as the Triumph 1500, featured a remodelled front and rear, styled by Michelotti, and a larger 1,493 cc (91 cu in) engine 18b7578e1b

Triumph GT6 Production ran from 1966 The Triumph GT6 is a 6-cylinder sports coupé built by Standard-Triumph, based on their popular Triumph Spitfire convertible. Production ran from 1966 to 1973. The Triumph GT6 is a 6-cylinder sports coupé built by Standard-Triumph, based on their popular Triumph Spitfire convertible 18b7578e1b

Triumph Spitfire shortened variant of the Triumph Herald saloon's chassis, the Spitfire shared the Herald's running gear and Standard SC engine. The design used body-on-frame The Triumph Spitfire is a British sports car manufactured over five production iterations between 1962 and 1980. It was manufactured at the Standard-Triumph Canley works, with approximately 315,000 produced over 18 years. Styled for Standard-Triumph in 1957 by Italian designer Giovanni Michelotti, the Spitfire was introduced at the London Motor Show in 1962 18b7578e1b

Triumph manufactured its first car in 1923. The company was acquired by Leyland Motors in 1960, ultimately becoming part of the giant conglomerate British Leyland (BL) in 1968, where the Triumph brand was absorbed into BL's Specialist Division alongside former Leyland stablemates Rover... 18b7578e1b

Triumph Herald The body design was by the Italian stylist Giovanni Michelotti, and the car was offered in saloon, convertible, coupé, estate and van models, with the latter marketed as the Triumph Courier. The latter marketed as the Triumph Courier. The Triumph Vitesse, Spitfire and GT6 models are all based The Triumph Herald is a small two-door car introduced by Standard-Triumph of Coventry in 1959 and made through to 1971. Total Herald sales numbered well over half a million 18b7578e1b

Developed on a shortened variant of the Triumph Herald saloon's chassis, the Spitfire shared the Herald's running gear and Standard SC engine. The design used body-on-frame construction, augmented by structural components within the bodywork and rear trailing arms attached to the body rather than the chassis. A manually deployable convertible top, substantially improved on later models, provided weather protection and a bespoke hard-top... 18b7578e1b

Triumph Motor Company In 1889, the businessmen started producing their own bicycles in Coventry, England. The trade name became "Triumph" the following year, and in 1887 Bettmann was joined by a partner, Moritz Schulte, also from Germany. World, TV Series, (2017 2019) Triumph Acclaim In Emily in Paris, TV Series, (2020-) Camille drives a Triumph Spitfire 1500 In The Grand Tour's final episode - The Triumph Motor Company was a British car and motor manufacturing company in the 19th and 20th centuries. and started importing bicycles from Europe and selling them under his own trade name in London. The marque had its origins in 1885 when Siegfried Bettmann of Nuremberg formed S. Bettmann & Co 18b7578e1b

Triumph 2000 Larger-engined models, known as the Triumph 2. It was styled by Giovanni Michelotti. engine. 5 PI and Triumph The Triumph 2000 is a mid-sized, rear wheel drive automobile which was produced in Coventry by the Triumph Motor Company between 1963 and 1977. The Rover was also released in October 1963, just one week before the Triumph. It was introduced on 15 October 1963 18b7578e1b

Total Herald sales numbered well over half a million. The Triumph Vitesse, Spitfire and GT6 models are all based on modified Herald chassis and running gear with bolt-together bodies. 18b7578e1b

Triumph 1500 In 1973 it was revised as the Triumph 1500TC becoming rear-wheel drive. In 1973 it was revised as the Triumph 1500TC The Triumph 1500 is a small front-wheel drive car that was produced by Standard-Triumph from 1970 to 1973. Production ended in 1976, by which time it had been replaced by the Triumph Dolomite. The Triumph 1500 is a small front-wheel drive car that was produced by Standard-Triumph from 1970 to 1973 18b7578e1b

The Toledo was introduced in August 1970 as a cheaper version of the Triumph 1300, which was at the same time replaced by the Triumph 1500. The Toledo, like the front-wheel drive 1500, came with a new split grille at the front, but instead of the 1500's twin round headlamps, it had single rectangular units set in a grey plastic grille. The rear end was like that of the 1300 except for the tail lights, which were of a simpler, flat-faced design. 18b7578e1b

Standard SC engine Over its production life displacement grew from an initial size of just over 800 cc to nearly 1500 cc. Later used in the Triumph Spitfire 1500, this final incarnation The Standard SC engine is a cast-iron overhead valve straight-four engine designed and initially produced by Standard Triumph. 5 kW). Introduced in the Standard Eight in 1953, it would eventually be used in a wide range of vehicles from Standard, Triumph, and MG. front-wheel drive Triumph 1500 with a single SU carburettor, power output was 61 bhp (45 18b7578e1b

The biggest change for the Toledo was a move to rear-wheel drive and live rear axle (still with coil springs), in the interest of simplicity and low production costs. The interior was also cheaper, with wood... 18b7578e1b

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