



The Triumph 1200



The Triumph 1200 drives like a sports car and looks like a million dollars... yet has all the advantages of an economy car. Top speed is over 80 mph... yet it gets up to 35 mpg.



It's fun and easy to drive. *Comfortable*, too. There's plenty of hip room and loads of leg room. Head room equals or exceeds that of most *any* car. The 1200 is the ideal car for any modern family of four.



Rack and pinion steering responds instantly. 25-foot turning circle makes parking a joy, not a challenge. "It's handling is, generally, of honest-to-goodness sports car caliber," says ROAD & TRACK magazine.



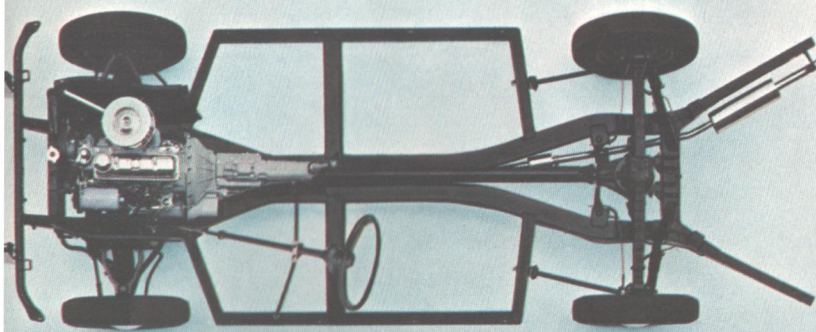
Designed with the family in mind, the Triumph 1200 offers a lot of space for both passengers and luggage in a very compact overall package. Trunk room is an accessible, uncluttered 13 cubic feet.

The Triumph 1200

STANDARD EQUIPMENT AND FEATURES.

Front bucket seats and rear bench type.
Electric windshield wipers. Adjustable sun visors with passenger vanity mirror.
Interior light with courtesy switches.
Self-cancelling directional signals. 13 cubic foot trunk. Lockable trunk and glove box.
Completely washable vinyl interior available in four colors, with foam rubber cushioning.
Convertible has vinyl impregnated top with wrap-around rear window.

Length...12 ft. 9 in. Width...5 ft.
Track...4 ft. Height...4 ft. 4 in.
Wheelbase...7 ft. 7½ in.
Ground Clearance...6¾ in.
Dry Weight (sedan)...1736 lbs.
(convertible)...1680 lbs.
Complete Weight (sedan)...1820 lbs.
(convertible)...1764 lbs.
Fuel Tank capacity...8.4 gal.
Engine capacity...8.4 pts.
Cooling system capacity...10.2 pts.



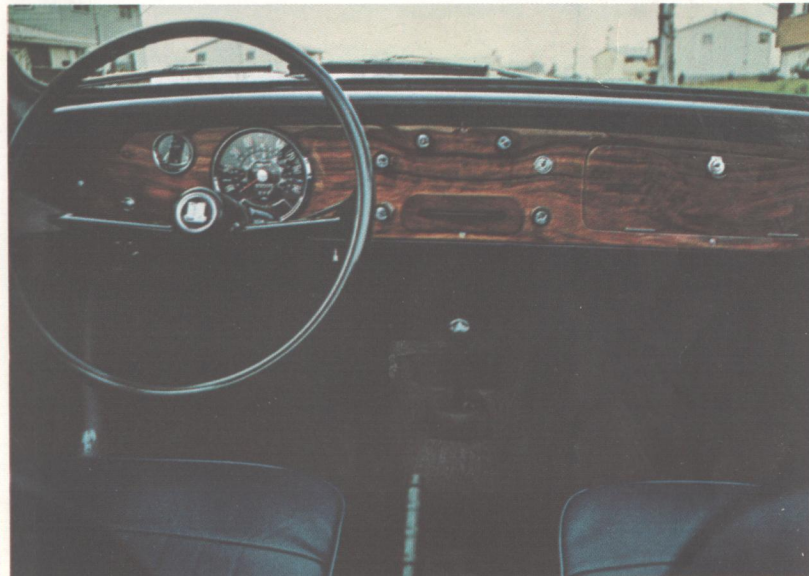
Four-wheel independent suspension stabilized by a torsion bar levels any road at any speed. You'd usually associate this sports car suspension and heavy channel-steel frame with far more expensive cars.



Single hood and fender unit tilts forward for easy access. American tools fit every part. Only four parts need lubrication (every 3,000 miles) because nearly all metal parts are nylon or rubber lined.



Driver's bucket seat adjusts to 72 different positions: forward, backward, and up and down. Yard-wide doors let you in and out with ease and dignity. The telescopic steering column is adjustable, too.



The glove compartment locks. The instruments are well-grouped. The switches and gear shift lever fall easily to hand. But, whoever heard of an economy car with a walnut dash? (Ask any 1200 owner!)

PERFORMANCE: *Engine:* 4 cylinder, overhead valves, water-cooled; Bore 2.73 in.; Stroke 2.99 in., Compression ratio 8 to 1, producing 51 BHP at 5200 rpm; Maximum torque 756 lb./in/at 2600 rpm. *Transmission.* Floor mounted four-speed forward and reverse; synchromesh on 2nd, 3rd, and 4th. *Brakes:* Hydraulic with 73 sq. in. braking area. Front: two leading shoes (optional disc brakes) Rear: leading and trailing shoes. *Steering:* Rack and pinion. 3.75 turns lock to lock. *Suspension:* Four wheel independent suspension system. Front: independent suspension by coil springs with telescopic shock absorbers. Rear: swing axle independent with transverse leaf springs and radius rods.

Acceleration

Top gear
20-40 mph...12.0 sec.
30-50 mph...13.0 sec.
40-60 mph...16.5 sec.

Through gears
0-50 mph...14.5 sec.
0-60 mph...21.5 sec.

Maximum Speed 82 mph

OPTIONAL EQUIPMENT. White or black tonneau cover (Convertible), heater, defroster, disc brakes, whitewall tires, airflow wheel covers, radio, safety belts, lighter, windshield washer, air conditioning.

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