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This is the New Triumph Vitesse Two Litre Mk 2



Triumph Vitesse Mk. 2. The two-seater beater.



For the Man with Driving Ambition

Picture, if you can, a high powered four seater, with sports car handling, G.T. performance, and limousine comfort.

The Mk. 2 Vitesse.

NEW IN POWER. Twin carb, 6 cylinder power; turbine silky, more potent than ever. Through the gears to 60 in 11 seconds bare. 50 to 70 in 8.5, without changing down. For passing slow coaches. Or fast sports cars. Safely.

NEW IN TYRES AND SUSPENSION. G 800 radials that hold their own when the going gets rough—or smooth—or wet. New suspension that makes you wonder what ever happened to all those dodgy bends.

NEW IN STYLING. Magnum wheel trims that say 'brute power' in the nicest way. Accurate instruments, for fast reading or slow gloating. New grille, tail trim, badges—to tell other drivers they're out of their class.

PLUS all-independent suspension, taxi manoeuvrability, girder - type chassis, disc brake safety, flip-top bonnet, four seats, four headlamps.

And superb engineering.

Honeymoon for two, or holidays for four it's the perfect going-away outfit.

Now for some serious driving. With two litres under the bonnet, disc brake confidence up front and a stubby gear lever under your palm, it's pleasant work. One-in-fours, S-bends, dawdling grandpas and boy racers, the Mk.2 deals with them all. Safely. Sans noise or fuss.

For passengers, sheer luxury. Seating that 'breathes', the magic carpet of independent suspension, a gentle hum from the big-six engine.

Wherever you go, the Vitesse Mk. 2 announces your arrival in the best possible fashion.

Out come the suitcases. One, two, three . . . plus all those last minute oddments. This boot is really big! And it's all luggage space; the spare wheel has a room of its own.

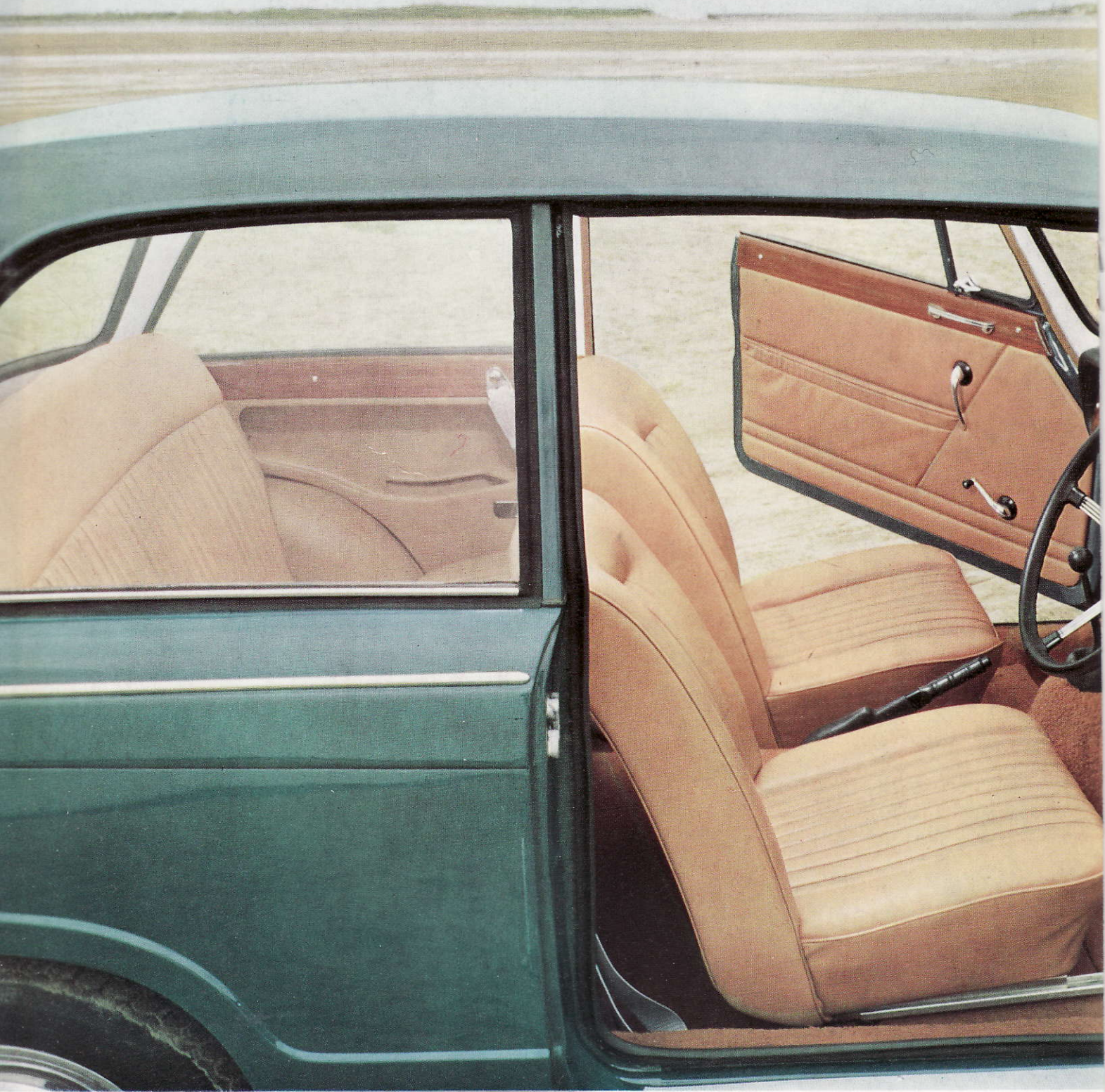
The topless creation in the background is a Mk. 2 Convertible. Very chic—very sexy.



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A Roomful of Luxury

One look inside a Vitesse Mk. 2 and the message is clear. Sporting it is, spartan it ain't. There's a roomful of luxury. Lush pile carpeting, wall to wall, polished walnut that looks real because it is real, lots of thoughtful built-in extras like the tidy tray between the front seats. Even a couple of coathooks. Nothing has been skimmed or forgotten. The deep, roll-edge front seats look gloriously comfortable. They are. Both adjust fore and aft. The driver's adjusts for height and rake too, giving a choice of no less than 72 seating positions.

Including one that's perfect for you. To complete your driving comfort, the handsome leather-covered steering wheel adjusts telescopically. (Safety note: the column's designed to collapse on serious impact.) Then there's a roomy glove locker that locks, a heater that blows hot in winter and cool in summer, map pockets in both doors, pivoting ventilators, two sun visors—with a mirror on the distaff side. Plus the lushest, most efficient, walnut-sculpted instrument panel you've ever longed to sit behind.



The Vitesse is no "2 + 2", or "occasional four seater". Indeed, it puts many a so-called 4/5 seater to shame. There's room in the rear for two children, two adults or the family Great Dane to travel in comfort. Notice the trimmed rear parcel shelf and, at each end of the divan seat, special recessed panels—for oddments like elbows.

(Right) A touch of the G.T.'s. Like the bumpers, door sills and body mouldings, these Magnum wheel trims are made of polished alloy that knows how to take care of itself.





Safety in Action

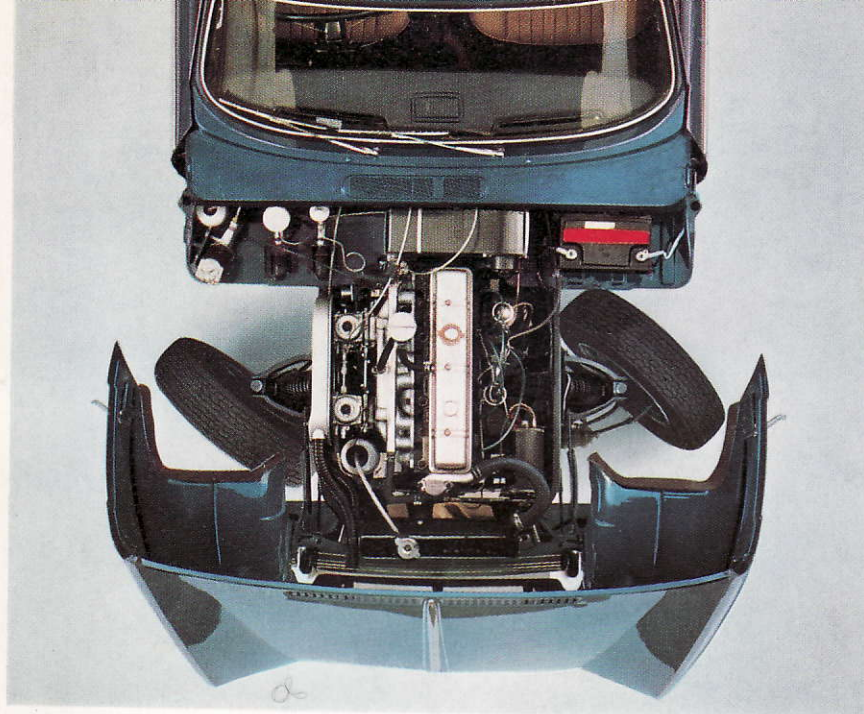
Passenger comfort apart, the Mk. 2 is essentially a driver's car, built for the man—or woman—who enjoys purposeful motoring.

In town, it's as well-mannered as you are, the six-cylinder engine happy to potter along at 20 in top. On the open road . . . transformation! The Vitesse feels, performs and handles like a thoroughbred two-seater (hardly surprising; it comes from a very sporting stable.) With 104 b.h.p. to call on, you've always got power in reserve—especially in the vital overtaking-speed sector. But the real delight comes when you enter a 'fast' bend.

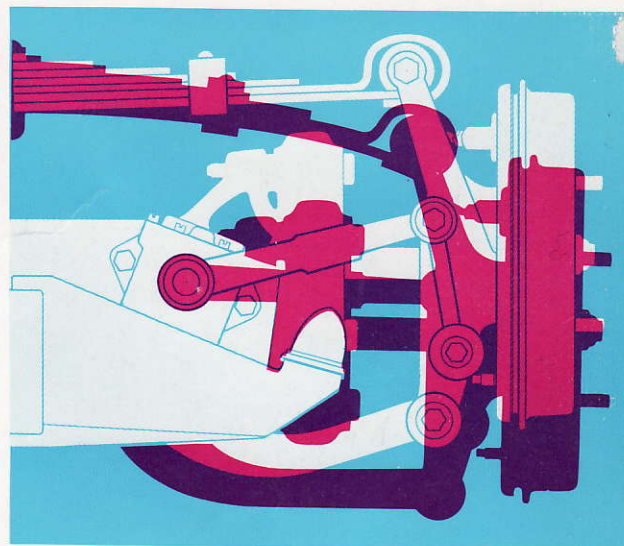
No body sway. No wheel twitch. So no driver twitch. Just rock-steady confidence, all the way round.

There are good reasons for the Mk. 2's superior handling. Like a real girder-type chassis (who said they don't make 'em any more?) that gives the car its lower-than-usual centre of gravity. And new-design independent rear suspension that's ready to forgive if you should forget. And four G800 radial leeches . . .

Chassis, suspension, tyres—teamed by Triumph to give you the safest thrill of your motoring life.



New angle on accessibility. No need to be a paid-up member of the contortionists' union to service a Vitesse Mk. 2. Everything's just where it should be—within easy reach. No need for dirty cuffs when you reach for the dip-stick. No need to break your neck when you de-stone the front tyres. And if you happen to be a confirmed Do-It-Yourself case, you'll Do-It-Easier than ever before. See that front wheel turning movement? Means you can U-turn in 2.5 feet. Great for parking. Or for turning taxi drivers green with envy.



Quality in Detail



Talking technically, the independent rear suspension incorporates a transverse semi-elliptic leaf spring (which also acts as the upper link of the suspension) and lower wishbones, controlled by lever-arm dampers. Fore and aft wheel location is by flexibly mounted adjustable trailing radius rods.

Dominated by the quick-read speedometer and tachometer, this new-style fascia is as efficient as it is attractive. Headlamp dip/flash and direction indicator controls are lever-operated from the steering column. Switches are grouped in a central console and marked for instant recognition. Petrol and temperature gauges are on the right.



This is the view most other drivers will get of the new Vitesse. It will be recognised by the neat satinised alloy panel.



The new Mk. 2 Convertible has breathtaking lines and—like the saloon—is a full four seater. The hard-wearing hood is weatherproof, draughtproof, fumbleproof, and it lowers in seconds. Stows neatly behind the back seat. Leaving nothing between you and the sunshine, except a healthy tan.

Specification

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

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

General equipment: Heater and screenwasher, walnut veneer facia 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 (saloon). Reversing light.

Electrical equipment: Facia courtesy light with integral switch. Interior light with courtesy switch to both doors. Horn button on steering wheel boss. 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.

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

Luggage and parcel accommodation: 11 cubic feet lockable boot with fitted mat.

Dimensions:

Length	- - - -	12ft 9in	3885 mm
Width	- - - -	5ft 0in	1525 mm
Height Saloon (unladen)	-	4ft 5½in	1365 mm
Convertible (Hood up)			
	(unladen)	4ft 7in	1397 mm
Wheelbase	- - - -	7ft 7½in	2325 mm
Track: Front	- - - -	4ft 1in	1245 mm
Rear	- - - -	4ft 0½in	1232 mm
Ground clearance			
	(static laden)	5½in	140 mm

Capacities:

Fuel tank	- - - -	8½ galls.	40 litres
Engine sump (drain and refill)	-	8 pints	4.5 litres
Cooling system	- - - -	11 pints	6.2 litres
Gearbox	- - - -	1½ pints	0.85 litres
Gearbox with o/drive	- - - -	2½ pints	1.45 litres
Rear Axle	- - - -	1 pint	0.57 litres

Weight:

Dry, excluding extra equipment	17¼ cwt.	876 kg.
Complete, including fuel, oil, water and tools	- - - -	- - - -
	18½ cwt.	927 kg.
Gross vehicle weight (max)	24¾ cwt.	1255 kg.

Engine: 6 cylinder, 1998 cc. bore 74.7 mm. stroke 76 mm. Compression ratio 9.25:1. Aluminium alloy pistons. Push rod operated valves. 4-bearing crankshaft. 8-blade 12½in fan. Pressure lubrication from sump to main bearings, big end and all camshaft bearings. Full flow oil filter. Twin side-draught Stromberg carburetors. Diaphragm-type 8½in clutch, hydraulically operated.

Gearbox: Four forward ratios and one reverse. Synchromesh on all forward gears. Silent helical gears.

Performance:

Maximum power 104 bhp at 5,300 rpm
Maximum torque 1400 lbs. ins. at 3,000 rpm
(equivalent to 144 lb./sq. in. b.m.e.p.)

Suspension: FRONT Low periodicity independent suspension system with coil springs controlled by telescopic type direct acting hydraulic dampers and anti-roll bar. Taper roller bearings in hub.

REAR Independent system with lower wishbone and transversely mounted semi-elliptic leaf spring.

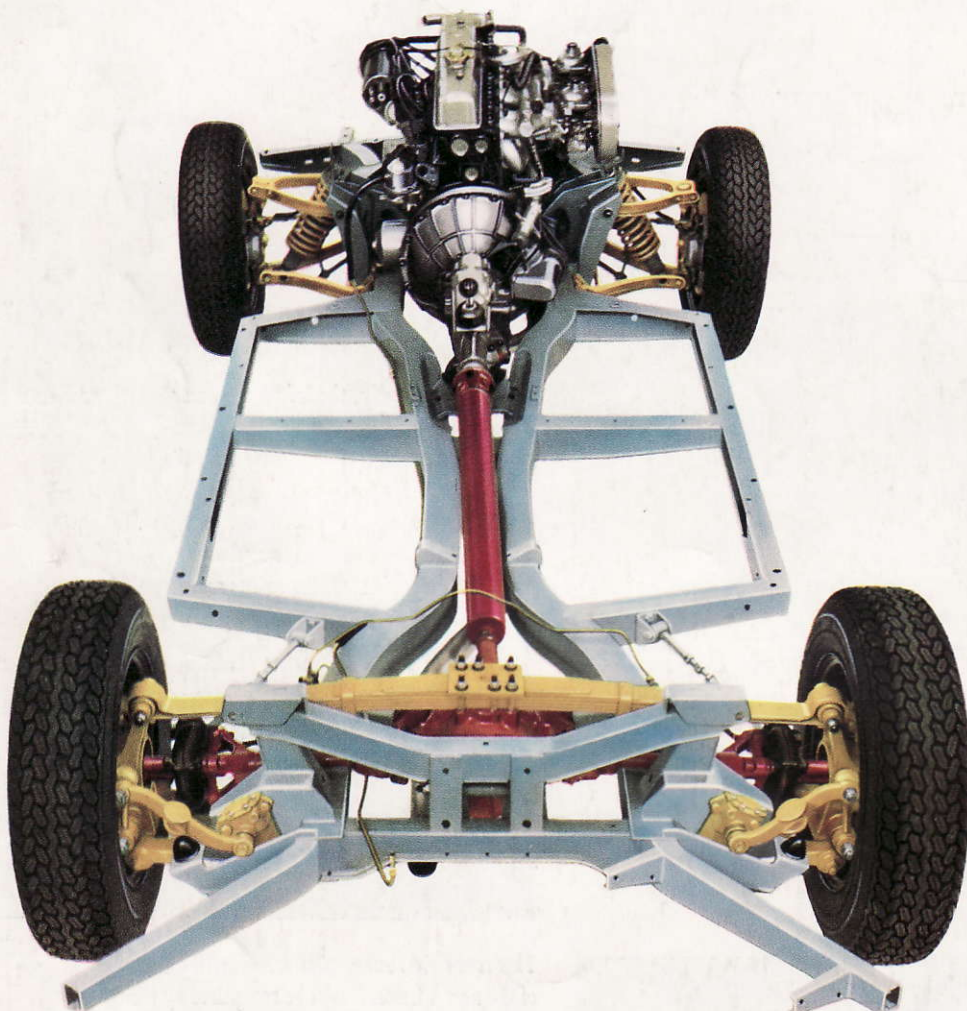
Brakes: Caliper disc brakes on front wheels, disc dia. 9.7in. Drum brakes 8in dia. x 1¼in wide, of leading and trailing shoe type on rear wheels.

Steering: Rack and pinion type. 15in three-spoke steering wheel. 4½ turns lock to lock. Steering wheel collapses on serious impact. Column is adjustable up to 4in.

Battery: 12-volt, large capacity, Negative earth.

Optional items at extra cost: Overdrive on top two gears. Skylight roof (saloon only). Tonneau cover for convertible.

All vehicles and Stanpart Spare Replacement Parts are sold with the benefit of and subject to the Company's guarantee. Stanpart Service all over the World



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