

# autocult

## FACTS & STORY

Triumph TR-X (Great Britain, 1950)

BRANDS OF THE PAST

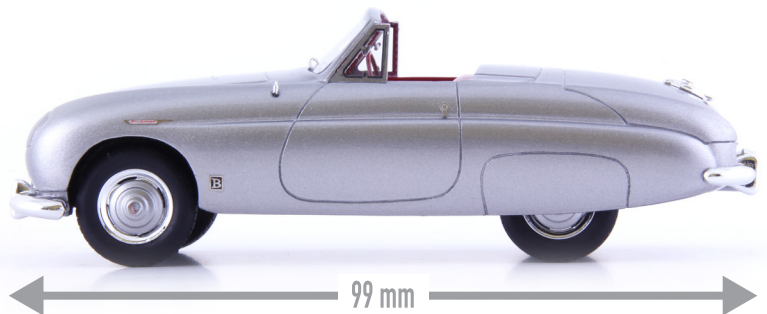
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release

07/2020

limited edition 333 pcs.



## The uncompleted Successor

For 1951 the management of Triumph, based in Coventry, decided to replace their successful Type 1800/2000 Roadster by a successor. Head of Design Walter Belgrove settled down to work and created a completely new design for the two-seated convertible with numerous features, which were revolutionary at that time.

Most extraordinary feature were the pop-up headlamps. If the lights were turned off, two rectangular flaps covered the headlights and gave the front end a seamless appearance. When the light has been switched on, both vehicle colored covers swung aside and released the ray of light. Other not easily recognizable at the first sight features were a built-in, hydraulic lifting jack at the chassis, a as well hydraulically operated mechanism of the soft top and electrically adjustable seats. Even a back-then exceptional and not belonging to the standard configuration automobile radio was planned for the concept. Also differing to the most other automobiles was the hood, which was openable both to

the left, to the right and also completely removable. The therefore required unlocking was operable from the car interior. Walter Belgrove integrated these very sophisticated features into an elegant, straightforward car body design. Both doors, the opened soft top covered by a fitted plate and the covered rear wheels fitted seamlessly into the car body.

The start of series production was planned for 1951. But a lack of internal management, missing manufacturing capacity in the car body production and also a failed try of external production in 1951 led to the fact that the Triumph TR-X never went into series production.

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