

Motors of Moment by Valve Bounce

The Mk.II version of the Triumph 2000 was announced in late 1969, just before the Earls Court Motor Show. However, a works example (RDU 475H) had appeared earlier that year on the Club's Round Britain Reliability Run crewed by the factory test driver Gordon Birtwistle and the late Bob Train, then General Secretary. A photograph of this car is shown below during the event and you can see another illustration of the same car in this month's example of "Advertisements from the Past". (Note the addition of low mounted driving lamps fitted for the Run.)

Given the code-name "Innsbruck", the revised saloon was updated by Michelotti by lengthening the nose and tail, but leaving the floor pan, wheelbase and associated parts unchanged. This had been dictated by the financial constraints applying at the time. Interior revisions included a completely new fascia, instruments and column levers. The better stalk-type controls for all major functions – lights, signalling, wipe and wash – was a development in which the company led the British Motor Industry. It was possible to adjust the steering column up and down and there was much improved seating.

In late 1969 the price of the saloon was £1,425 including tax and seat belts and optional extras were overdrive (£65), radial tyres (£11), power steering (£52) and automatic transmission (£101). During the production run a heated rear window and radial tyres became standard fittings. On the following page you can find the chassis identification and production totals for the entire range of "big" Triumphs from 1963 to 1977 and, space permitting, we will reproduce the *Autocar* road test of the Mk.II saloon dated 16.10.69 and their Used Car Test of the estate car version dated 7.6.73.



Gordon Birtwistle with the Works entry in the 1969 Round Britain



The late Bob Train, then General Secretary, with the Works 2000 Mk.II during the 1969 Round Britain Run at the Exeter refuelling stop. This car also appears in this month's Advertisements from the Past.

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Chassis Identification		Opening Chassis No.	Final Chassis No.
October	1963	2000 Mk.I saloon introduced	MB 1DL
October	1965	Introduction of estate car	MB 32475SC
September	1966	Final 2000 with original facia	MB54909
October	1966	Minor styling changes, revised facia	MB 60003
October	1969	2000 Mk.I discontinued	MB 120927
October	1969	Introduction of Mk.II saloon	ME 2DL
October	1969	Introduction of Mk.II estate	ME 217SC
January	1970		ME 6541
January	1971		ME 18708
January	1972		ME 55796
January	1973		ME 75031
January	1974		ME 99005
October	1968	2.5PI Mk.I introduced	MD 1DL
October	1968	2.5PI Mk.I automatic version	MD 34DLBW
March	1969	2.5PI Mk.I estate introduced	MD2809
October	1969	2.5PI Mk.I saloon discontinued	MD 6854
October	1969	2.5PI Mk.I estate discontinued	MD 6590
October	1969	2.5PI Mk.II introduced	MG 2
May	1974	Technical revisions/rationalisation. Original series discontinued:	
		2000 saloon	ME 100895
		2000 estate	ME 100970
		2.5PI saloon	MG 85576
		2.5PI estate	MG 85799
		New designations:	
		2000TC saloon	ML 1
		2000TC estate	ML 449
		2500TC saloon	MM 1
		2500TC estate	MM 2230
		2500PI	MN 1
December	1974	2500PI estate discontinued	MN 1383
May	1975	Further rationalisation:	
		2000TC estate discontinued	ML 9330
		2500TC estate discontinued	MM 11880
		2500PI saloon discontinued	MN 2153
		2000TC saloon revised	ML 20000
		2500TC saloon revised	MM 20000
		2500S introduced	MP 1
May	1977	2000TC discontinued	ML 29535
		2500TC discontinued	MM 39373
		2500S saloon discontinued	MP 10228
		2500S estate discontinued	MP 10253

Production Totals		
1963-69	2000 Mk.I saloon	113,157
1965-69	2000 Mk.I estate	7,488
1968-69	2.5PI Mk.I saloon	8,658
1969	2.5PI Mk.I estate	371
1969-77	2000 Mk.II saloon	92,053
1969-75	2000 Mk.II estate	7,118
1969-75	2.5PI Mk.II saloon	43,353
1969-74	2.5PI Mk.II estate	4,102
1974-77	2500TC/S saloon	37,752
1974-77	2500TC/S estate	2,601