

1965 Triumph TR4

2dr Roadster . 4-cyl. 2138cc/105hp 2x1bbl SU

#1 Concours condition

\$56,100

↗ +1.1%

#2 Excellent condition

\$35,800

↗ +2%

#3 Good condition

\$18,700*

↗ +1.1%

#4 Fair condition

\$10,000

↘ 0%



Model description

Building off of the TR3's success, Triumph unveiled the TR4 in 1961. Furthering the evolution of the earlier model, the TR4 combined a low cost of entry with a capable open-top sports car to become one of Triumph's best-loved cars.

Stylistically, the TR4 was quite a departure from the TR3. Gone were the low-cut doors and polarizing grille of its predecessor, and in their place was a more modern design courtesy of Giovanni Michelotti. A spacious trunk, high beltline, full-sized doors with roll-up windows, and a revised front look brought the company into a new era.

Mechanically, the car possessed the same 105-hp, 2138 cc, inline four-cylinder engine that was offered during the TR3's later iterations, though buyers who were looking race their Triumph in two-liter classes could opt for the 1991 cc mill. The TR4's chassis was initially the same as its predecessor, though the track was wider and steering was through a rack and pinion set-up.

In 1965, Triumph released the TR4A (which was never referred to as such by the company itself). The car marked the introduction of a completely new independent rear suspension, and the TR4's ride benefitted greatly.

Popular options on the TR4 included overdrive and a "Surrey" top that resembles what is today called a Targa roof. TR4A buyers could also opt to replace their independent rear suspension with the TR4's solid rear axle.

In all, just over 40,000 TR4s left the Coventry factory. And like most British roadsters of the era, the lion's share landed in the U.S. Their relative affordability, good handling, and brisk performance made them a popular choice on the track, and they continue to be an entertaining drive today.

Body styles

2dr Roadster

*Please note: All prices shown here are based on various data sources, as detailed in [About Our Prices](#). For all Hagerty clients: The values shown do not imply coverage in this amount. In the event of a claim, the Guaranteed Value(s)[®] on your policy declarations page is the amount your vehicle(s) is covered for, even if the value displayed here is different. If you would like to discuss your policy, please call us at 877-922-3391.

Engine types

4-cyl. 2138cc/105hp 2x1bbl SU

1961-1967 Triumph TR4 stats

Highest sale	Lowest sale	Most recent sale	Sales
\$97,200	\$1,210	\$23,887	386

Vehicle's condition classification**#1. Concours**

#1 vehicles are the best in the world. Imagine the best vehicle, in the right colors, driving onto the lawn at the finest concours. Perfectly clean, the vehicle has been groomed down to the tire treads. Painted and chromed surfaces are mirror-like. Dust and dirt are banned, and materials used are correct and superbly fitted.

#3. Good

#3 vehicles drive and run well but are not used for daily transportation. The casual passerby will not find any visual flaws, but these vehicles might have some incorrect parts. #3 vehicles could possess some, but not all, of the issues of a #4 vehicle, but they will be balanced by other factors such as fresh paint or a new, correct interior.

#2. Excellent

#2 vehicles could win a local or regional show. They might even be former #1 vehicles that have been driven or have aged. Seasoned observers will have to look closely for flaws but will be able to find some. The paint, chrome, glass and finishes will all appear as excellent. The vehicle drives as a new vehicle of its era would.

#4. Fair

#4 vehicles are daily drivers, with flaws visible to the naked eye. The chrome might have pitting, the windshield might be chipped and perhaps the body has a minor dent. Imperfect paintwork, split seams or a cracked dash might be present. No major parts are missing, but there might be non-stock additions. A #4 vehicle can also be a deteriorated restoration.