on 3rd and 4th gears only and the Union Jack decal replaced the TR6 logo on the rear fender of the federal models. The air intake flap on the cowl was replaced with a plastic grill and a voltmeter replaced the ammeter. In 1974, new interior trim included centre door pulls while in 1975 rubber bumper overiders were introduced to the federal models and the front bumper raised. The front indicator lamps were moved under the bumper and an air injection system introduced.

The TR6 featured a four-speed all synchromesh manual transmission. An option system introduced.

- 28 tional overdrive unit was available, initially using a Laycock-de-Normanville A-type and subsequently replaced by the J-type. The TR6 also featured semi-trailing arm independent rear suspension, rack and pinion steering, 15-inch wheels, pile carpet in both cockpit and trunk/boot, bucket seats (with head rests in the federal cars), and a full complement of instrumentation. Braking was accomplished by servo-assisted disc brakes at the front and drum brakes at the rear. A factory steel hardtop was optional.

In a recently aired episode (July 3, 2012) of the popular BBC TV series “Top Gear”, presenter James May tested a nicely restored 1976 TR6, one of his boyhood dream cars (view at www.youtube.com/watch?v=4FageCtKA0g). He lovingly referred to the TR6 as the “blokiest bloke’s car ever built”. Unlike the MGB, the Spitfire, Mercedes 280SL or Porsche Boxter, May claims he has never seen a TR6 driven by a woman. Autocar, in an April 1969 road test, conducted only months after the new TR6 hit the showrooms commented, “It is very much a masculine machine, calling for beefy muscles, bold decisions, and even ruthlessness on occasion.” So, was it the last of the dinosaurs, the ultimate incarnation of the TR roadster series or just the blokiest bloke’s car? In my mind, the TR6 was a fine example of the quintessential post-WWII British roadster that was, unlike the E-Type, the Aston Martin, TVR or such likes, available to a mass market audience – a niche that it filled well for many years and continues to do so 43 years on.

TR6 Performance Data

| 0 - 30 mph | 3.0 s | 3.5 s | 4.0 s | 3.5 s |
| 0 - 50 mph | 6.5 s | 7.0 s | 7.6 s | 8.5 s |
| 0 - 60 mph | 8.2 s | 9.5 s | 10.7 s | 11.5 s |
| 0 - 90 mph | 20.2 s | 22.5 s | no data | 26.0 s |
| 0 - 100 mph | 29.0 s | no data | 39.0 s | no data |

Standing 1/4 mile | 16.3 s | 17.0 s | 18.5 s | 18.1 s |

Overall Fuel Consumption | 19.8 mpg | 22 mpg | 24.6 mpg | 29 mpg |

Mean Max. Speed | 119 mph | 116 mph | 111 mph | 111 mph |

TR6 PI (CP*) (Autocar) | TR6 PI (CR*) (Triumph) | TR6 Carb (CC*) (Road) | TR6 Carb (CF*) (Triumph)

Table based on data from: http://www.tr-register.co.uk/tr6.php

The TR5/250 was essentially a stop-gap improvement of the TR4, pending the development of what subsequently became the TR6. Triumph built the TR5/250 over a 13 month production run between August 1967 and September 1968 as a replacement for the aging TR4A. Acting as the perfect development platform for a fuel injected six cylinder engine, the cars were visually identical to the earlier Michelotti-styled TR4A which, in turn, was based on the TR3A chassis, but with independent rear suspension. Often referred to as ‘new wine in old bottles’, the main differences in the TR5/250 were out of sight, with the most significant improvement being the engine and the fuel delivery system, particularly on the TR5 models. The cars were provided with a new 2.5 litre in-line six cylinder engine derived from the unit powering the Triumph 2000 saloon which replaced the well-proven two-litre four-cylinder unit. The six cylinder motor fortunately fitted in to the engine bay without any modifications being necessary and without incurring any weight penalties. Elsewhere there were subtle styling changes and upgrades to the interior. Many of the so-called comforts of modern motor were introduced to the TR range at this time – including electric windscreen wipers, two-speed self-parking wipers and reversing lights.

The in-line six cylinder engine in the TRS came with a Lucas designed, mechanical fuel-injection system which delivered about 150 bhp (112 kW) (145 hp DIN). At the time, fuel injection (or PI petrol injection) was not particularly common in road cars. Triumph clamped in their sales brochures that it was the “first British production sports car with petrol injection.” The TRS could accelerate from 0 to 50 mph (80 km/h) in 6.5 seconds and 0 to 60 mph in 8.8 seconds with a reported top speed of 125 mph (201 km/h). The final-drive ratio was numerically lowered to suit the torquey six cylinder engine.

The North American model, designated the TR 250, was nearly identical to the TR6. However, due to price pressures and emission regulations in the U.S., it was fitted with twin Zenith-Stromberg carburettors rather than the fuel injection system and had other anti-pollution gear attached and a lower compression ratio than the TRS, resulting in a very meagre power output.
Dave & Maggie’s Trans-Atlantic Adventures

We both grew up in the northeast of England, my family in small towns in Lincolnshire then Yorkshire and Maggie on a farm in East Yorkshire. We both enjoyed a very rural lifestyle as kids and owning a car was pretty much a necessity, particularly for a lad if he wanted to attract a “bird”, as there was little in the way of public transport. A bicycle was the usual alternative and that was not particularly conducive to romantic interludes! My car ownership history had started with a Morris Minor (beloved transport of the District Nurse all over the UK) as soon as I was old enough to get a licence. This was replaced with a Morris 1000 convertible, which I immediately “upgraded” with a huge engine and giant wheels/tires. I drove this with the roof down almost permanently – only a really heavy downpour would dictate a need for a roof. It was unfortunate that I had chosen to leave the roof up on a particularly windy day when a large 18-wheeler passing in the opposite direction, on a narrow road, blew my roof right off and into a nearby field!

After I drove “Morry Thou” into the ground I acquired a Wolseley 1500 from a friend which, while reliable, was remarkably staid for a young man with a love of speed. I remember it clearly – 4 July 1975 – the day that my Triumph adventures started.

Maggie and I were still living in England (due to an unfinished city road – a long way to the end of our driveway before breaking down! Not one whit deterred we waited anxiously for UMP 474 F (CP1048E) the car to us once everything was finalized. We became the proud owners. Completing the paperwork would take several days so we drove this with the roof up almost permanently – only a really heavy downpour would dictate a need for a roof. It was unfortunate that I had chosen to leave the roof up on a particularly windy day when a large 18-wheeler passing in the opposite direction, on a narrow road, blew my roof right off and into a nearby field!

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Maggie and I were still living in England (due to an unfinished city road – a long way to the end of our driveway before breaking down! Not one whit deterred we waited anxiously for UMP 474 F (CP1048E) to arrive and I am pleased to be able to report that it ran very well, making it all the way to the end of our driveway before breaking down! Not one whit deterred we pushed and shoved it up the large ramp (due to an unfinished city road – a long story for another time) on to the drive and proceeded to admire it from every angle until it was too dark to see. During the following few days I figured out the main problem – it turned out to be the metering unit which was beyond my mechanical capabilities, so a neighbour toiled to it the local Parish’s BMC dealership for a new unit. Once it was running again we both got huge enjoyment from driving this speed machine. Hurtling along the motorway at around 90 mph there was a definite sense that the front end was just about to lift off the road. However there were still a few problems to sort out. In the early days, after any run of more than a few...