

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 overrides 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 optional overdrive unit was available, ini-

TR6 Performance Data	TR6 PI (CP*) (Autocar)	TR6 PI (CR*) (Triumph)	TR6 Carb (CC*) (Road)	TR6 Carb (CF*) (Triumph)
0 - 30 mph	3.0 s	3.5 s	4.0 s	3.5 s
0 - 50 mph	6.3 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 ¼ 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
	*CP series 1969-72 PI	CR Series 1973-76 PI	CC Series 1969-72 Carb	CF Series 1973-76 Carb

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

tially 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](http://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.

#### RAGTOP

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featured model

# THE TRIUMPH TR5/250

BY TERENCE MCKILLEN

## NEW WINE IN OLD BOTTLES?

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 motoring were introduced to the TR range at this time – including electric windscreen washers, two-speed self-parking wipers and reversing lights.



1968 TR250 externally looked identical to the TR4A, except for the body stripe

The in-line six cylinder engine in the TR5 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 claimed in their sales brochure that it was the "First British production sports car with petrol injection". The TR5 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 torquier six cylinder engine.

The North American model, designated the TR 250, was nearly identical to the TR5. However, due to price pressures and emission regulations in the U.S., it was fitted with twin Zenith-Stromberg carburetors rather than the fuel injection system and had other anti-pollution gear attached and a lower compression ratio than the TR5, resulting in a very meagre power output



1969 TR5, missing was fresh styling to match the new engine and its more "manly" character.

Source: <http://upload.wikimedia.org/wikipedia/commons/9/91/1969.triumph.tr5.inside.jpg>

removable fabric section over the driver and passenger's heads that preceded by five years the Porsche 911/912 'Targa', which has since become a generic name for this style of top.

The TR5 was produced in quite small numbers when compared with the later TR6 model with just 2,947 units produced. Of these, 1,161 were destined for the U.K. market and the remainder in LHD format going to France, Belgium and Germany. In a similar period, 8,484 TR250s were built in LHD format for the U.S market. **RAGTOP**

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of 111 bhp (81 kW). The TR250 took 10.6 seconds to get to 60 mph (97 km/h) and had a top speed of 110mph (176km/h). As it turned out, the TR250 offered no performance gains over its externally identical but four-cylinder predecessor. However the power was delivered more smoothly and the occupants benefited from a more civilised interior and the extra torque from the six cylinder improved drivability at low speeds in the intermediate gears. The

TR250 had a 3.7:1 final drive ratio compared to 3.45:1 on the TR5, but was otherwise similar to the TR5. One notable styling feature was the transverse 'racing' stripes across the front of the bonnet.

units using the twin-carburettor engine rather than fuel injection. Standard equipment in the TR5/250 models included servo-assisted front disc brakes, independent rear suspension, rack and pinion steering and a four speed gearbox. The available optional extras included overdrive, wire wheels and a hard top with detachable roof panel – known as the 'Surrey Top'. The Surrey Top came with a rigid rear section including the rear window and

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The short production run for the TR5/250 gave Triumph time to complete the new TR6 project, being designed this time by Karmann in Germany, due to the Michelotti studio being too busy to take on the challenge. The TR6 essentially received a new front and rear section with the centre section still being the old TR4/5. The TR6 was released in 1968 with the North American market



TR250 with Surrey Top removed.

marque my words

# DAVE & MAGGIE'S TRANS-ATLANTIC ADVENTURES

BY MAGGIE & DAVE SIMS - TR5 & TR250 MARQUE COORDINATOR

**W**e 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 (surprisingly rare considering this was England) or a particularly cold night would dictate a need for a roof. It was unfortunate 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 in Goole, a small town not far from where we grew up. We had been married for about a year and had started looking for



Dave's fabulously restored 1968 TR250

something a bit more... well, faster... than the Wolseley. I had seen the ad in the 'Motoring News' – a dark blue 1968 TR5 PI for sale in Bedford. The price was right, it was a convertible (which was very important) and it sounded perfect. So we drove down after work one evening, a trip of about 80 miles – quite a journey in those days in Britain. I loved the car on sight and after a test drive and some half-hearted dicking we became the proud owners. Completing the paperwork would take several days so the seller very kindly offered to deliver the car to us once everything was finalized. 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



Dave and Maggie's 1968 TR5

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 towed it to 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