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BRITISH LEYLAND

TR6

TRIUMPH

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This year Triumph celebrates over 50 years of making high performance cars, famous models such as the Southern Cross, Gloria and the Dolomite—right up to today's TR6, latest in the classic line of TR sports cars.

Triumph/TR history goes back 20 years, and the TR6 itself counts this season its fifth year in America. This big country warmly appreciates the special blend of virtues built into the TR6. Its long-stroke six-cylinder engine can loaf easily through traffic in top gear, if that's your mood, and lazes along at highway cruising speeds. Yet twin carburetors and overhead valves let it rev quickly through the ratios of the slick-shifting four-speed gearbox. Coil-spring independent suspension at all four wheels— another TR6 feature—is the recipe recognized around the world for a smooth, supple ride. In the TR6, however, with radial-ply tires on wide-rim wheels and rack and pinion steering, plus an aerodynamic spoiler below the front bumper for high speed stability, handling precision is part of the package too. Is it easy to combine these varied virtues the way Triumph does? Not at all. That's why the TR6 is so much in demand.

"Sports car" has been so misused and abused as a descriptive term that many people think it refers to ordinary cars dressed up with bucket seats and a tachometer. Only when you drive a purebred sports machine like the TR6 do you discover that it takes a lot more than a floor shift to make a true sports car. In fact the Triumph TR6 is one of the few cars fully deserving of that name that you can own in the United States today.

TR6 stands for the guts and honesty of a real sports car. Like all the TR's before, it carries not a single ounce of needless decoration. It is a functional car and handsome too, thanks to the fine hand of Turinese designer Giovanni Michelotti.

An investment in a TR6 is not obsoleted by whimsical year-to-year changes in chrome and sheet metal. A TR6 Is to be discovered, loved and enjoyed, not discarded after a routine two-year affair. Each year however, the Triumph designers have introduced useful improvements for the classic TR6. The latest model is no exception.

Integrated into the design of the new TR6, are a telescoping antenna for an optional radio, and also twin radio speakers. These are nestled into the padded sides of the center console, offering both driver and passenger equal audio reception. Another plush new interior touch is found in the door panels, with a more attractive padding pattern and more convenient door-closing grip. Triumph upholstery is offered in four attractive color shemes.

Changes to the exterior are minimal and entirely functional. Protection of the body front and rear is improved by high-impact synthetic rubber bumper guards, supplied as standard equipment. Hidden behind these guards and the wrap-around bumpers are the reinforcements, to both body and chassis, that back up these substantial body-protectors.

Subtle and useful engineering changes form the backbone of the program of periodic improvement to the TR6. The 1974 model has a new exhaust gas recirculation system that helps reduce tailpipe emissions. The manual choke is smoother and easier to operate. And for safer motoring a new interlock system requires both driver and passenger to fasten their seat belts before the engine may be started.

How to improve the crisp-shifting four-speed all-synchro transmission of the TR6? Triumph found a way. Its ratios have been adjusted to bring First closer to the other gears, and to make Second and Third more useful in American road conditions. The change also makes overdrive Third gear—with the optional overdrive unit—a more distinctive extra ratio in what becomes a "six-speed" transmission.

A sports car with a vivid personality, like the Triumph TR6, is far more than an anonymous appliance. It becomes part and parcel of your style of life. TR6 was conceived and engineered as an open roadster—not as a sedan with the roof cut off—and it is one of the best of that special open-air breed.

The side glass windows roll up and down, of course. The glossy vinyl convertible top has a zip-down rear window, and an exclusive light-reflective safety stripe that runs along the edge of the top, above the windows and along the rear deck. Optional climate-controllers for the TR6 include a hardtop and a factory-engineered air conditioning system.

Interior appointments are up to the high standards of detail and design expected of a British-built car. In addition to the main courtesy lights there are others in the big lockable glove compartment and the trunk, which is fully carpeted above the concealed spare tire. In the doors are deep map pockets, and behind the reclining seats there is room for packages or occasional small passengers. Other thoughtful items built into the TR6 are an interior hood latch, push-button door handles, a day/night adjustable inside mirror and automatic seat belt retractors.

TR6 owners take special pride in lifting the wide hood to expose the overhead-valve six-cylinder engine. Calibrated and sealed at the factory for consistently low emissions, the twin Stromberg carburetors are mounted on an aluminum manifold whose branches are carefully shaped to balance the air/fuel distribution among all six cylinders.

Other useful devices are easily reached in the roomy engine bay of the TR6. Among them are the translucent reservoirs for the electric windshield washers and the semi-sealed engine cooling system—a blessing in heavy traffic. Also in view is the vacuum power booster for the brakes. It helps apply drum brakes at the rear wheels and caliper disc brakes at the front.

Without detailed specifications the interested sports car buyer can't make an intelligent choice. That's why we've spread out the facts below.

The numbers and terms are of great value to the enthusiast who takes a greater-than-usual interest in sports car design. However, they convey little of the important engineering decisions behind the scenes.

The engine of the first Triumph car of 1923 was designed by Sir Harry Ricardo. He was one of the great pioneers of automotive engine research. Ten years later, Donald Healey headed up Triumph's experimental engineering. Healey's first major wins in international competition came in Triumph cars.

From Britain's famous B.R.M. Grand Prix car project came Ken Richardson in 1952, to help breed into the first TR2 that special quality of refinement and experience.

Great engineers have powerfully affected the qualities of modern Triumphs. They have shown that it was possible to build cars of moderate cost with such inherently more expensive features as independent rear suspension and a separate chassis frame. Chief engineer now is Spencer King, who has designed, developed and driven racing cars, gas turbine cars, and today's Triumph sports cars.

Dimensions
Front/rear track: 50¼/49¾ ins.
Ground clearance (two aboard): 6 ins.
Turning circle diameter: 34 ft.
Fuel capacity: 11.4 U.S. gals.
Engine oil capacity: 13.2 U.S. pints
Engine coolant capacity: 13.2 U.S. pints
Basic curb weight: 2390 lbs.
Bore and stroke: 2.94 x 3.74 ins./74.7 x 95.0 mm
Displacement: 152 cu. ins./2498 cc
Compression ratio: 7.5 to one
Piston area: 40.7 sq. ins./263 sq. cm.
Overall gear ratios: Reverse 12.47, First 11.08, Second 7.77, Third 5.13 and Fourth 3.70 to one.

Performance
The red-line or recommended maximum speed of the TR6 engine is 5800 rpm. At 5500 rpm, it reaches speeds in the gears of 38 mph in First, 55 mph in Second, 82 mph in Third and typically (depending on road conditions) 111 mph in Fourth gear.
Nominal acceleration times through the gears for the TR6 are as follows:
0 to 40 mph: 6.0 seconds
0 to 60 mph: 11.5 seconds
0 to 80 mph: 19.0 seconds
Standing ¼-mile: 18.1 seconds
Fuel consumption: Average 19.4 mpg (tested under EPA auto emissions standards compliance program)

Color Choices
The TR6 is available in these combinations of exterior color/interior trim color:
Emerald/Black
Sapphire/Black or Blue
French Blue/Black
Mallard (green)/Tan
White/Black, Blue or Chestnut
Pimento/Black or Chestnut
Carmine/Black or Tan
Magenta/Black
Maple/Black or Tan
Mimosa/Black or Chestnut

Specifications and prices are subject to change without notice.

TR6 is a two-door, two-seat convertible sports car with a rust-proofed all-steel body on a separate steel chassis frame. Front and rear fender panels are bolted on for easy service or replacement. Forward-hinged doors, burst-resistant door locks, separate rear trunk.

Chrome-plated wrap-around bumper bars with high-impact black rubber guards. Race-proven moulded black aerodynamic spoiler.

Forward-hinged hood is unlatched by a knob inside the car, under the left side of the instrument panel. Hood is held open by a support stay.

Cooling by a pressurized liquid no-loss system with an overflow reservoir. Thermostatically-controlled flow from an impeller-type pump. Cooling fan of polypropylene with 13 blades, 14½ ins. dia.

Power Unit
A liquid-cooled in-line six-cylinder engine powers the TR6. Its cylinder block and twelve-port cylinder head are cast of chromium iron.

Overhead valves operated by rocker arms and push-rods. Stellite-faced exhaust valves. Chain-driven chilled cast iron camshaft carried in five bearings. Drop-forged alloy steel crankshaft with four main bearings. Integral counterbalancing weights. Torsional vibration damper.

Forged alloy steel connecting rods with full-floating wrist pins. Aluminum alloy pistons. Steel-backed main and connecting rod bearings of overlaid copper-lead/lead-bronze.

Two side-draft Stromberg 175 CDSEV constant-depression carburetors. Water-heated aluminum alloy inlet manifold. Combined air cleaner and silencer with replaceable paper element. Four-branch cast iron exhaust manifold and twin-pipe system.

Closed-circuit crankcase ventilation from valve rocker cover to carburetors. Built-in exhaust gas recirculation control valve. Ignition-triggered anti-run-on valve.

Drive Train
Power transmission to the TR6 drive wheels is through a fully-synchronized helical-gear manual gearbox with four forward speeds and a centrally-mounted remote-control shift lever.

Diaphragm-spring clutch with 8.5-in. single dry plate. Hydraulically operated release.

Tubular steel propeller shaft with splined coupling and needle-roller-bearing universal joints. Hypoid-bevel final drive gears and two-pinion differential in malleable iron housing. Rear wheels driven by individually splined and universally-jointed shafts.

Additional choices of Third and Fourth gear ratios are offered by the optional Laycock Series J electrically-operated overdrive. It offers quieter and more economical highway operation. Overall gear ratios with the overdrive engaged are 4.09 to one in Third and 2.95 to one in Fourth.

Interior
Soft convertible top standard, with quarter lights and zipper controlled, fold down rear panel. Optional hardtop, with forward hinged quarter lights and washable lining.

Instrumentation on the wood veneer panel of the TR6 includes a 5 in. speedometer graduated in both miles and kilometers per hour, containing both totalizing and resettable trip odometers. Other instruments are 5 in. tachometer, battery condition voltmeter, water temperature, oil pressure and fuel level.

Warning lamps are provided for ignition, low oil pressure, headlight high beams, direction signals, hazard flashers, brake system failure and unfastened seat belts. Warning buzzers for failure to remove ignition key and for unfastened seat belts.

Individual reclining bucket seats, finished in two textured Vinyl with ventilated seat facings and adjustable head restraints. Additional space behind the seats for luggage and parcels. Lockable glove box on passenger's side, with interior light.

Options
Options available from your Triumph dealer for the TR6. Overdrive. Snug-fitting hardtop. Vinyl tonneau cover. AM or AM/FM push-button radio. Cigarette lighter. Chrome luggage rack, ski-carrier adaptors. Lucas driving lamp and/or fog lamp. Custom-made rubber floor mats. Walnut gear shift knob. Koni adjustable shock absorbers for front suspension. Striping kit in black and silver. Air conditioning.

Electrical
Electrical power for the negative-ground 12-volt system is generated by a Lucas 43-ampere alternator and stored in a 57 ampere-hour battery.

Lucas M100 starter motor of pre-engaged type. Centrifugal advance and vacuum retard for Lucas distributor and coil. Vacuum retard automatically cut out by thermostatic switch in the event of excessive engine temperature.

Two-speed self-parking electric windshield wipers. Electric windshield washers. Variable-intensity control for illumination of instruments and switches. Two-speed blower for heating or ventilation.

Chassis
Heart of the TR6 is a rugged chassis frame made of box-section steel members. Side members arranged in a bell-shaped plan form are blended with a cruciform central structure.

Three-spoke racing style steering wheel with padded rim, 14½ ins. diameter. Rack and pinion steering gear. 3¼ steering wheel turns from lock to lock. Impact-absorbing steering column with anti-theft locking device.

Front suspension independent, by upper and lower wishbones. Coil springs, telescopic shock absorbers, torsion anti-roll bar.

Rear suspension independent, by semi-trailing arms. Coil springs, piston-type shock absorbers.

Dual-system hydraulic braking with direct-acting vacuum power booster. Front/rear pressure differential valve. Front disc brake dia. 10.9 ins. Rear drum brake dia. 9.0 ins. and width 1.75 ins.

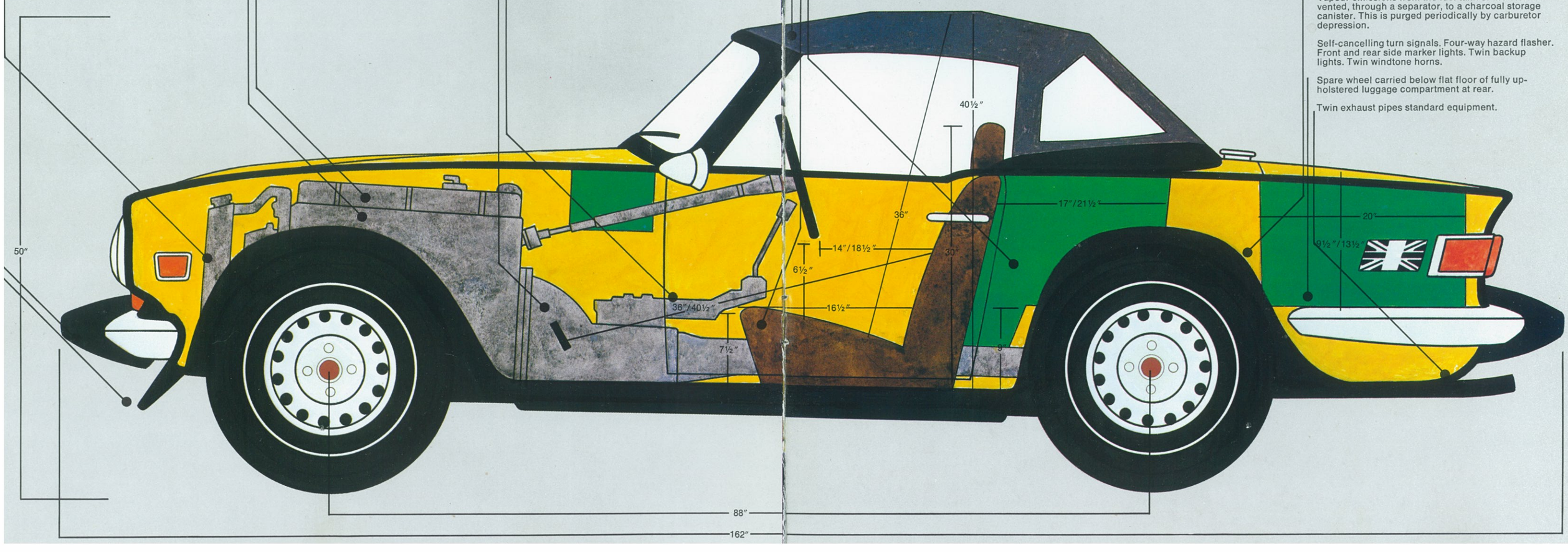
Ventilated steel disc wheels with 5½ J rims, each retained by four chrome-plated dome nuts. Bright-finished polycarbonate deep-dish trim rings. Red-striped tubeless radial-ply tires, 185SR x 15.

Vapour emissions from the fuel tank of the TR6 are vented, through a separator, to a charcoal storage canister. This is purged periodically by carburetor depression.

Self-cancelling turn signals. Four-way hazard flasher. Front and rear side marker lights. Twin backup lights. Twin windtone horns.

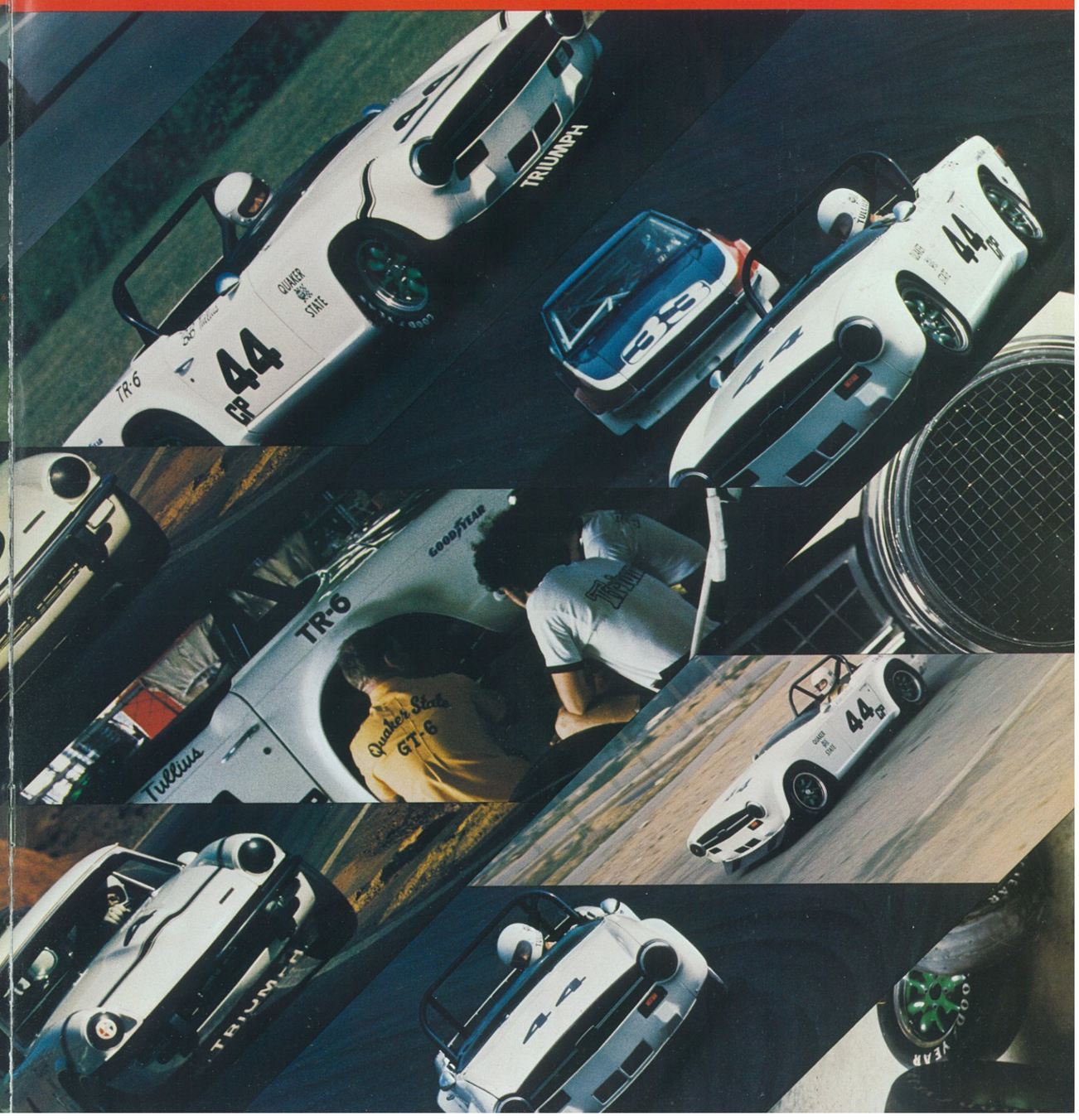
Spare wheel carried below flat floor of fully upholstered luggage compartment at rear.

Twin exhaust pipes standard equipment.



In earlier pages we quietly questioned the credentials of some of the other makers who use the term "sports car" to describe their wares. We don't know how they define a sports car but we do know that the Triumph lexicon includes the firm requirement that a sports car should be suitable for competition. Triumph doesn't just believe that; it actually does something about it.

Triumphs have behind them an impressive string of class victories and team prizes in big international events like the Alpine Rally and the 24 Hours of Le Mans. Their record in racing in the United States has been even more impressive, thanks to the skills of many people who have taken to the toughness of Triumph cars and their outstanding raceworthiness.

As the first production car in the world with standard front disc brakes, the post-1956 TR3 became an obvious choice for entry in the production-class races organized by the Sports Car Club of America and (at that time) the California Sports Car Club. In the latter organization a Championship was won in 1959 by a Triumph racing team led by R. W. "Kas" Kastner. Later Kastner turned to Triumph car preparation for racing. His hard-won recommendations and those of many other racers are combined in the candid and practical Competition Preparation Manuals available from Triumph. For this and information on equipment suitable for SCCA racing write to British Leyland Competition Dept. (Eastern U.S.) 600 Willow Tree Rd.Leonia, N.J.07605.

From Kastner's successes on the West Coast and those of Bob Tullius, starting in 1962 in the East, developed the Triumph Racing Support Program. It gives Triumph racers in SCCA National Competition a chance to be reimbursed for their expenses when they are successful. Both Triumph cars and policies make it easy to enter and enjoy the most exciting new sport in America: sports car racing.