

# Triumph TR6 Development Timeline

## Derek Graham

The following paper provides a summary of the key events leading up to Triumph's TR6 press announcement on the 10<sup>th</sup> January 1969 and its release to Dealers for sale in April 1969.

Most of the information that follows is from the Standard Triumph Board papers for the period August to December 1967. These papers are held by the *Modern Records Centre* in Warwick University and covers the period from the proposal of the TR5 replacement. The papers comprise minutes of Board meetings; General Manager's reports for periods 10-12; 5 year plan for 1967/8-1971/2; cash and capital budgets for 1967/8; revenue budgets for 1967/8 and last but by no means least a number of photographs of the new TR6.

The Modern Records Centre were very accommodating during my visit allowing me to take images of any papers where I found any reference to the TR6. I assembled the relevant text into a timeline supplemented with information from the prototype register, production records and the TR6 press release.

### **4/08/67 General Managers Report**

#### *TR5 Front and Rear End Face Lift:*

A proposal that the German Company Messrs Wilhelm Karmann should carry out a "face lift" for the TR5 should be investigated

They have now submitted a number of styling sketches, showing various front end schemes on this model. We have selected the one that we consider to be the most attractive and Messrs Karmann are now working on the full size drawing and plastic model. The latter is expected to be available for viewing at the end of August, provided that there are no changes after the Writer visits the Karmann Plant approximately the 15<sup>th</sup> August.

22/08/67 – first viewing of facelifted "GKV 672E" in Karmann Studio.

23/08/67 – meeting with Karmann Engineers in Coventry where minor modifications were agreed.

30/08/67 – viewing of "GKV 672E" in Canley by Board of Directors.





### **01/09/67 General Managers Report**

Since the last Board Report a face-lifted modification to the TR5 has been agreed and this is based on a design produced by Karmann Company of Osnabruck, who have also undertaken to produce (apart from the prototype work), all the design of tooling and manufacture of tools in order to meet a production date of June / July 1968.

### **01/09/67 Engineering – Design, Development and Test Position**

#### *New Models (iv) TR6*

Following the Board's viewing of the mock-up vehicle, Karmann have been authorised to proceed with the programme of work outlined and in accordance with the quotation submitted by them.

The mock-up vehicle is being returned to Karmann and a prototype vehicle will be prepared to include minor modifications agreed with their Engineers in Coventry on August 23<sup>rd</sup>.

### **08/09/67 Board Meeting**

#### *(4242) Engineering (c) TR6*

Photographs of the prototype vehicle were circulated for the Board's information.

### **30/09/67 Cash & Capitals Budget Report**

The budgeted expenditure on special projects.....

The Standard Triumph Motor Co Ltd.

Tooling for TR6 - £500, 000

## 06/10/67 General Managers Report

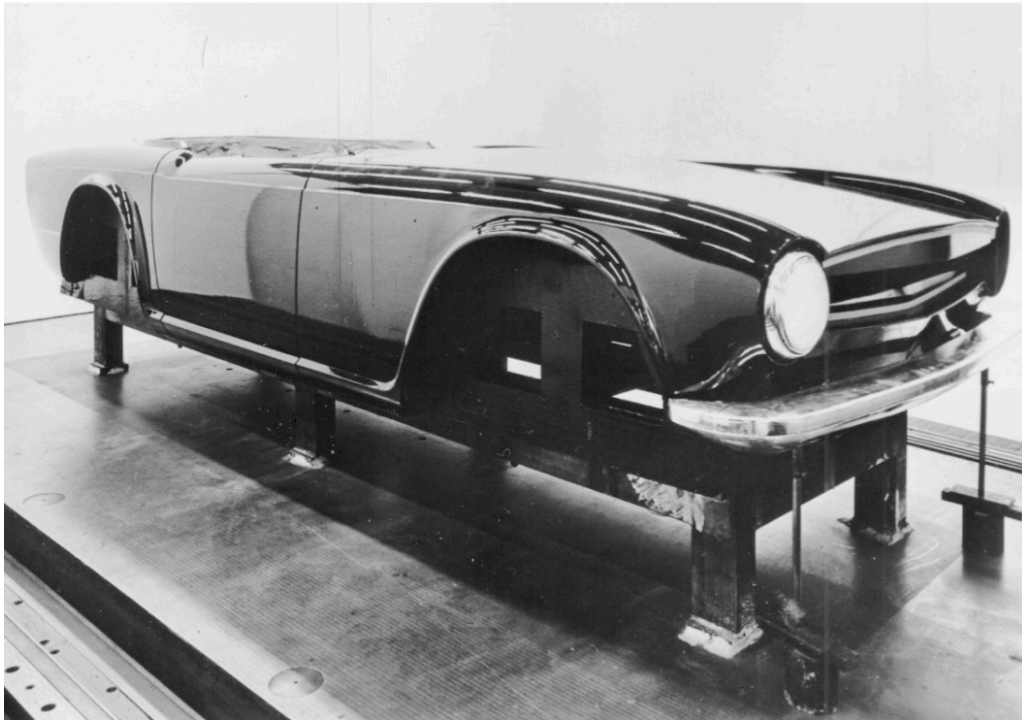
7 (v) TR6

12/09/67 - The Chief Engineer, Chief Body Engineer, Mr H.E Chapman S-T Liverpool and the Tool Liaison Executive visited Messrs Karmann at Osnabruck. At this meeting detailed arrangements for both engineering and Commercial procedures were agreed and a follow-up meeting was arranged to enable the appropriate personnel at Messrs Karmann to study the types of plant and presses that were used at S-T Liverpool

05/10/67 – follow up meeting at S-T Liverpool took place.

The first prototype vehicle is due for completion mid-February 1968

21/12/67 – full size body tooling model completed by Karmann – (below)



28/03/68 – first running prototype. X776, registered MDU 743F, completed. (below)





04/07/68 – the first three pre-production prototypes, CC25001L, CC25002L and CP25001-O were recorded as having been completed off line.

19/09/68 – the first production TR6, CC25003L, leaves the production line

10/01/69 – press announcement to journalists

10/01/69 – circa 2650 mainly USA specification TR6 had rolled off the production line

14/01/69 – press announcement to the public

15/01/69 – first public showing of the TR6 at the Brussels Motor Show

April 1969 – the TR6 was available for purchase by the public from Dealers

In summary the development of the new TR6 was completed in a period of 13 months from the first viewing of GKV 572E to start of production in September.

### **Acknowledgements:**

**The Modern Record Centre at Warwick University**

<https://mrc-catalogue.warwick.ac.uk/records/SMC>