


CLASSIC DRIVER



1969 Triumph TR6

Lot sold	USD 18 306 - 23 536 GBP 14 000 - 18 000 (listed)	Lenkung	Links
Baujahr	1969	Zustand	Gebraucht
Chassisnummer	CP269460	Standort	
Zahl der Sitze	2	Kraftstoff	Benzin
Antrieb	Zweirad	Außenfarbe	Sonstige
Losnummer	303		

Beschreibung

1969 Triumph TR6 Roadster
Registration no. TAY 774H
Chassis no. CP269460

'The use of a six-cylinder engine was not a new idea at all. Ever since the late-1950s there had been experimental TRs running around with six-cylinder engines, but for many years the sales organisation had shied away from the very idea; somehow they could not see a TR as a smooth and refined car. It was only the urgent need for more TR performance in the mid-1960s which caused their change of heart.' Graham Robson, 'The Triumph TRs'.

Its sports cars having relied exclusively on four-cylinder engines for the preceding decade-and-a-half, Triumph turned to six cylinders to extend the life and improve the performance of the much loved 'TR' series. Similar to the preceding four-cylinder TR4A - the first TR with independent rear suspension - but with Triumph's 2.5-litre, six-cylinder engine installed in place of the old 2.1-litre four, the TR5 was produced during the 1968 model year only (October 1967 to November 1968) pending the arrival of the TR6. Restyled for 1969 by Karmann of Osnabruck, the TR6 sported a full-width nose and squared-off tail. Under the skin the chassis remained basically the same as its independently-rear-suspended TR4A ancestor's while the 2.5-litre Lucas fuel-injected power unit was unchanged, producing 150bhp initially then 124bhp from 1973 onwards. Handling was improved over that of the TR5 courtesy of wider wheels and a front anti-roll bar. Good for 120mph with acceleration to match,

the six-cylinder TRs are arguably the most exciting Triumphs ever made, continuing to enjoy an enthusiastic following world-wide and an excellent network of spare parts and service providers.

The TR6 offered here is an older restoration believed to have been refurbished in Germany circa 1990. More recently, the car has benefited from a cylinder head overhaul, new fuel pump and filter, new fuel tank, and a rear brake overhaul. Accompanying documentation costs of a V5C Registration Certificate and MoT to May 2019.

Bonhams 1793

Bonhams

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