



THE BRITISH DIAMOND

February 28th 2025

Jim Collins and Cindy with the 1973 Triumph TR6 they have owned since 1997





British Car Club of Delaware

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Editor's Notes

Those of you with TR6's might be interested in a YouTube video I just watched. It delves into the PI (Petrol Injection) system used on British TR5's and 6's. Our old friend Lucas developed it. I'm afraid you will need to cut and paste the link. I can't seem to make the Hyperlink work in Publisher. Here it is: <https://www.youtube.com/watch?v=9baG6MwQ-K0&t=8s>

I would like, in future editions, to have a section devoted to a specific marque or model. I have received several items regarding MGBs so the next edition will feature MGBs. Those of you who own or have owned MGBs (or MGCs) please send me something. I have owned 3 MGBs in the past (two in Britain and one here) so I'll be digging through my old photos and memories.

I hope to do future features on car makes and models owned by club members - a quick glance at the membership list indicates a wide range. Send me a story about your car and the model with the most stories wins for the June/July edition.

A couple of nonagenarian birthdays this year (and I thought I was getting old at 80 last year):

Brian Read 90th birthday is February 27th.
3 West Ridge Ct
Newark, DE 19711
samarie@kennett.net

George Alderman 93rd birthday is April 29th.
805 Ramsey Road
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Trevor The Editor

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President's Musings



Since I constantly walk through my garage where my British cars live, I wish I could jump in and take one of them for a drive. I just dream about tooling down the road with the top down enjoying the variety of interesting odors while the wind rushes past my head. Then I realize that blast of air is not from driving but from opening the garage door. This story repeats like Groundhog Day.

While I anticipate an early spring, not like this year's Punxsutawney Phil's prediction of six more week of winter, I keep waiting for a warm day. Then suddenly, the air temperature hit above 45 degrees teasing a top-down drive. I said to myself.

“What the heck,” as I jumped in the B to go for a short ride. Anyone who owns a British car knows if you don't drive then occasionally they get mad by running a bit rough. As I drove down the street the engine smoothed out – no longer angry. It was still 45 plus degrees on the cool side but great fun to be behind the wheel! Now, I'm looking out the window watching it snow. What a contrast. Warm enough to drive in one moment then wondering if I'm going to have to find the snow shovel. Now to get through the next couple of months while waiting for the weather to make up its mind. Warmer weather is close, real close... Meanwhile, we're getting back on track with a few pre-spring events.

Every time I begin to write my note for our esteemed British Diamond newsletter there are events that occur while I write it – all noteworthy of course – I'll mention them here. I can only hope the folks participate and possibly take the initiative to tell us about their experience. The one that just passed was the visit to Simeone Foundation Automotive Museum for their demo day. You can see the photos and story written by Bob Wall on our website (BCCDelaware.org). Then just as I write is the Ladies Luncheon with the synchronized Chauffeur's Déjeuner held in Newark. These lunches draw a pretty good turnout as does the annual Southern Chapter's breakfast at Honeys Farm fresh restaurant. If that wasn't enough eating, we have our regular North and South Chapter meetings to finish out the month.

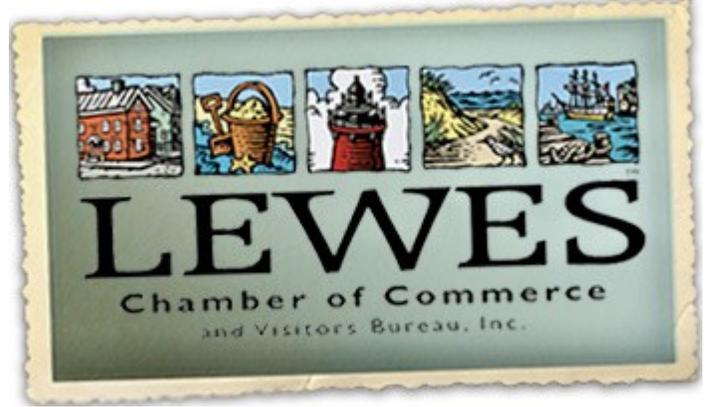
Now that we have a full stomach, we can focus on the next couple of months leading to the annual British Car Club of Delaware – Lewes Motorcar show in May. Again, by the time you read this it will be time to register your car if you intend to go. But I'm getting ahead of myself. We still have March and April to motor through.

Beginning this month Cars & Coffee kick-off at Four Seasons Parkway and I believe another at the Grain at the Lewes Terminal. A Spring Rally and Tech Session to finish the month of March. As we speed into April there are a couple special events that have sparked the attention of a several members who wish to attend. They are the Open House at the *Treasured Motorcar Services* - Classic Car Repair/Restoration Shop and *Capital Triumph Register* sponsored 27th Britain on the Green car show. It will be challenging to keep up!

Please drive safely and we'll see you soon!

Terry and Georgia

Shows and Show Sponsors



My first exposure to an LBC

Jim Gibby

I was around 10-11 years old on our summer vacation with my family. There were two brothers that had a white MGTC with a tan interior (I don't know the year) and they would give me rides in the car. I can vividly remember riding in the car around the lake on a dirt road. Since there were two of them the only place for me to 'sit' was lying on top of the folded convertible top. The speed limit around the lake was 20 MPH. I absolutely loved it. Whenever I saw the boys I would ask them for a ride and they usually complied. One day they were going to get gas, which meant driving on a two lane paved road for about 3/4 of a mile with a speed limit of 50 MPH. They asked me if I wanted to go with them. Are you kidding? YES. What a thrill and what a lasting impression!

(I found a picture of a similar car - I hope it brings back memories Jim.

- Trevor The Editor)



Food and Drink



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A YEAR WITH A "CHEAP" JAGUAR

Mike Salino

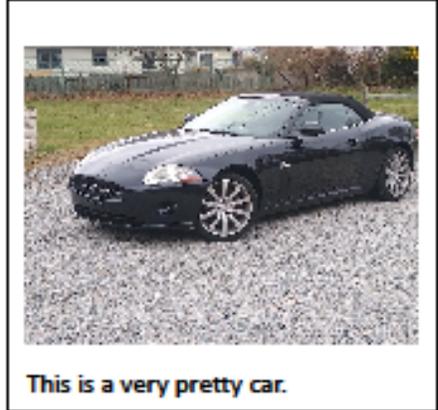
You will recall that last year I concluded my search for a low mileage Jag XK8 (X100) Coupe, by purchasing a 2008 XK (X150) Convertible with 133,000 miles on the clock. When I announced this news at a club meeting a few days later it was greeted by a chorus of sly snickers, knowing glances and comments about our bank balance getting drained.

This is the "How's that workin' for ya" follow up story.

My initial thought was that I would do some basic service work myself and drive it for a while and see what happened. However, my initial attempts failed to find the drain plug for the engine oil, and I then I couldn't persuade the Air Conditioning to accept a freon recharge.

Research on the internets produced any number of stories on how deferring maintenance on modern Jaguars can lead to bankruptcy so I decided maybe I should bite the bullet and take it to somebody who knows what they are up to.

On advice from club members, I booked it in with Paul Campanella's Pike Creek Automotive to get a routine service. I was not ready for what came



This is a very pretty car.

next. Being a very professional shop the first thing they did, was a full evaluation of the car along with an estimate of what it would take to make it better. I happened to be standing on a ladder when I answered the phone. When I heard the number, it's probably the closest I've ever come to falling off a ladder in a long time.

The estimate was around one and a half times what I paid for the car. Comfortably into 5 figure territory.

I will confess it took me a couple of days to figure out what to do. After a number of long conversations with the service advisor we agreed on a plan to do the most pressing items and defer some of the less urgent elements till later. The bill was STILL more than I paid for the car. Here's what we agreed to



Even from behind.

The biggest and most expensive job was to replace the front struts which were both leaking and the stabilizer bar links. The latter were the source of the rattle from under the car which I initially thought might have been associated with the exhaust.

One of the rear axle shaft seals was leaking and was replaced along with a full rear axle service.

The passenger side seat belt pretensioner was faulty so that was replaced.

We changed the oil, fixed the AC, replaced a reversing light bulb and replaced the engine and cabin filters, and realigned the front suspension.

Based on the fact that I wasn't planning to use the car as a daily driver I chose at this time NOT to:

- Replace the tires.
- Flush the brake fluid and replace the rotors and pads.
- Replace the spark plugs and coils
- Flush the cooling system
- Service the transmission.
- Trouble shoot the convertible top.

More on these decisions follows.

There were several reasons why I started out looking for a coupe. For starters I think most jaguar coupes are much prettier than their convertible counterparts. Previous experience with convertibles usually ended up with us fairly rarely actually dropping the top, because the weather is too hot, cold or wet. But primarily research indicated that the convertible tops on late model Jags are one of the biggest sources of problems, being both unreliable and expensive to fix. So, when the seller told me they had tried "everything" to get the top down without success I took that as a bargaining point and decided to just drive it with top up.

But as you might expect sooner or later curiosity got the better of me. The XK requires that the engine run when the top is operated. So, one evening with the engine idling in the garage, I pushed and held the down button on the top of the windshield frame. Sure enough, the 2 main windows and then the 2 quarter windows went down and then nothing. I put them back up and then, following Einsteins Insanity syndrome I tried it again several times.

Two interesting side effects occurred. The good news. The yellow airbag warning light which had been on since I got the car and which Campanellas had not been able to diagnose, went out. The bad news. The yellow check engine light came on.

I took the car to Autozone who will hook up to your vehicle's computer and diagnose it for free. They confirmed there had been a misfire on at least one cylinder but everything was now working fine. The light went out. That was November and that particular issue has not reoccurred. At some point I'm going to have to replace the plugs and coils but with 8 (Jaguar) cylinders it's 4 figure job so for the moment I'm driving it. The engine has more power than I need and I'm getting over 28 mpg the highway so I'm assuming it will be OK for a while.

On Christmas Eve we drove down to Lewes for the first annual Santa Cruz. After the run David Glick offered to check out the top. More good news and bad news. The good. There's a shelf in the trunk that has to be in the exact right position otherwise the top won't operate. I knew this and thought I had it right but I didn't. David demonstrated the correct position. Bad news. The glass window in the back was partially detached from the canvas. More research indicates this is a common problem on many convertibles (not just Jags) from to early 2000s.

I waited till we got home before trying the top. Engine on and push the button. The car goes through its whole little dance. Windows go down. Top releases itself from the windshield. Tonneau flips open. Top folds town into the trunk. Tonneau closes down. Chime goes to confirm the job is complete. OK. Now hit the other button and the whole thing reverses. There's a satisfying ding that confirms everything is sealed up again. Oh, and now the airbag light is on again.

I'm embarrassed to admit I had not noticed the issue with the back window before David pointed it out. Before the run down South I'd put the car through a car wash so I'm rationalizing that's what caused it. David posted an excellent article in an earlier edition of the Diamond explaining exactly how to fix this issue.

In the meantime, as we were moving into Spring, I began to get apprehensive about the cooling system. I thought about doing it myself but an attempt to find the drain plug convinced me I should leave it to professionals. Campanella's did the job for a reasonable sum and I felt much more confident idling in traffic in summer heat.

Back to the rear window.

There's a well-established rule in the Salino household that I'm not allowed to do anything that involves glue on my own. For various reasons it took until May for me to acquire the necessary tools materials and assistance (my son) to do the job. The procedure requires that the top be partially opened to release stress on the top to reglue the glass to the canvas. The recommendation is to wait 24 hours before reclosing the top.

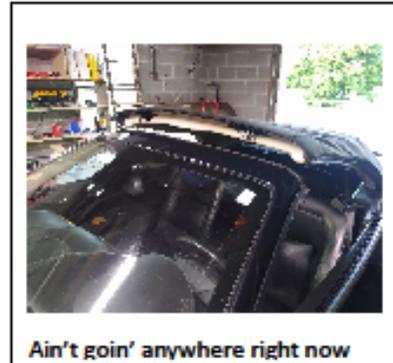
There is paragraph on page 111 of the owner's manual which reads



"Do not at any time during the opening or closing of the convertible top, press the engine START/STOP button, as all movement will cease and the convertible top will have to be manually re-set".

I of course had not read this before we did the job. So, imagine my surprise when, 24 hours later, I went to close the top and NOTHING HAPPENED. The back window looks great but the top is now stuck partially open. With a lot of effort, I managed to manually close the top, but the quarter windows wouldn't come up.

I was able to acquire a pdf of the workshop manual section for the convertible top (Thanks David). This runs to 108 pages, much of which makes my brain hurt. The solution to the problem appeared to be to manually open the top all the way and then carry out a software reset. Once again, I chickened out and called Campanellas. They agreed to give it a try but with no Guarantees. It was with much relief that I got a call the next day to say "your car is ready to go". I didn't ask and they didn't volunteer how much of a pain it was.



Ain't goin' anywhere right now

Next issue to be tackled was the tires. When I bought the car, it came with a set of Continentals that all had good tread depth. The XK has different sized front and rear tires and these were the ones that can only turn in one direction so any kind of tire rotation is out of the question. By this time the front tires were getting quite noisy because of the wear caused by the uneven braking due to the front rotors being out of true.

I consulted with club's brain trust but then decided to ignore all the advice and went with a set of relatively cheap Firestones. I have the same tires on my Hyundai and after almost 40,000 miles they are still noise free and legal. It still cost North of a grand plus a whole afternoon at Costco (don't ask!).

Almost immediately I realized that I needed to get the brakes done so that the new tires don't get worn like the old ones and start moaning. In the interests of economy, I decided to only get the front axle done as the rear brakes still have acceptable (to me) pad thickness and the rotors are true.

Replacing the tires and the brake job made a huge difference to the way the car drives. Before, it was annoyingly noisy above 50mph and the steering was a little twitchy and there was a disconcerting shake under light braking.

All that is now gone. The car drives like a JAAAG. It's quick and it's quiet. The CATS suspension is fantastic. In a straight line it rides like a Town Car and appears to be on rails even on indifferent surfaces. On the twisties it instantly stiffens up and glues all 4 wheels to the road. Unlike a Town Car there is no body roll or wheel hop. It covers the ground effortlessly and is a fabulous long-distance cruiser. It is NOT a hotrod.

So, here's the bottom line. The odometer just turned 140,000 meaning it's been driven nearly 7,000 miles since we got it. I'm hanging on to a chunk of wood and crossing several fingers while I write these next sentences. It has been reliable. It has always started immediately and drives as it should. HOWEVER.

It is now clear I could have bought a lower mileage, better preserved car for significantly less than I've currently got invested, and there is still money to be spent on deferred maintenance. I recently had the oil changed for the second time and the inspection report produced a long list of recommended work which for the moment I'm choosing to ignore. We'll continue to drive it regularly, mostly on longer trips. We'll keep it away from rain and salted roads. Expect to see it at a load of club events in 2025.

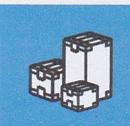


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For 2025 many will be arriving at the 30th Lewes British Motorcar Show in a Rolls Royce or Bentley – this year’s Featured Marques. The show committee is gearing up for the May 3rd event at the Lewes Ferry Terminal. We will have the Friday evening Meet & Greet Reception at the Wheelhouse Restaurant again – this was a hit last year. There have been hints of some very appealing Raffle Table items and the Daughters of the British Empire will be hosting their ever popular Bake Sale.

Registration will be managed through Eventbrite. The Lewes British Motorcar Show’s informational page was published on Monday, February 17, 2025, and registration will open on Monday March 3rd at 10:00 am. Mark your calendars with these two key dates – the show sells out quickly you won’t want to miss out.

Link to the Lewes British Motorcar’s Show page on Eventbrite.com

<https://www.eventbrite.com/e/lewes-british-motorcar-show-2025-registration-121541330559?aff=oddtcreator>



Origin of “The British Are Coming.....Again”

Dana Mason

Have you wondered where the tag for our show “The British are coming again” originates, here’s the history:

During the War of 1812, British naval forces established a partial blockade of the American eastern seaboard and conducted sporadic attacks against American town and coastal shipping.

In March of 1813, a force of British ships arrived in the Delaware Bay and proceeded to enforce the British blockade. In April, the *HMS Poictiers* arrived off the coast of Delaware, bound for Cape Henlopen and approached the town of Lewes. The commanding officer sent a shore party to town to requisition supplies from the townspeople. They were met by the Delaware state militia and after several attempts to negotiate a surrender of supplies failed, the Commodore threatened to destroy the town. The Governor declined to meet the Commodore’s demands and for 22 hours on April 6 and 7th the British Forces bombarded the town with cannonballs and rockets. The attack was failed to inflict much damage while the Americans succeeded in setting on British gunboat afire.

If you visit the “Cannonball House” which now serves as the town’s Maritime Museum there is a cannonball from this attack lodged in the foundation. The only casualties reported were a pig with a broken leg and one chicken killed.

-Wikipedia.org-



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Wilmington, DE, November 30, 2024; The 60th Annual Wilmington Jaycees Christmas Parade was held on the traditional anniversary of Thanksgiving Saturday. This year's turnout was best yet! Here are the following participants:

- Tony Phillips - 1951 MGTD
- Sharon Kalinowski - 1957 Triumph TR3
- Rev. Richard Speck - 2006 Jaguar XK
- Terry Young - 1999 Jaguar XK8

One note, Bill Willson planned to drive his 1972 Triumph TR6 but was preempted by a family emergency. If you recall last year's parade, Bill's car suffered an overheating event and was unable to participate. Maybe next year, Bill!

The phrase, "weather permitting" is always a factor and on the mind of a British car owner and whether to take the auto out of the garage or not. But this day, as expected, was 41°, partly sunny with no rain. The winds were negatable. Getting to 4th street between king and walnut was a bit challenging because of the street closures, but we made it ready to drive the parade route at 11:00 AM.

Richard and Barbara had the honor of escorting Senator Tom Carper, who Richard reported walked the entire two mile plus parade route and was recognized as *Santa Claus* several times! The route ending at Rodney Square - Market & 11th where we all waited for the next stop.

At the conclusion, we followed Sharon keeping her TR3 in sight, we arrived at Goober's Diner 1203 North Lincoln Street, Wilmington, DE 19806. No one left hungry!

Photos CW: Tony Philips & Grinch 1951 MGTD, Ricard Speck AKA Santa, Terry's Snowman, Goobers pies and cakes, and Sharon with her candy canes.



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Mystery Car

Last Issue

1959-68 Ford Anglia 105E

As I said, they were everywhere in the 60's. If ever somebody blew by you in a powerful car there was an Anglia glued to their rear bumper, flat out. You could hear them coming with their tinkly engine sound.



Three models were available - two door Saloon, three door Estate and two door panel van (which morphed into the Thames 307E van). Powered by the 997cc Kent engine, they topped out at 73.8 mph (yikes!) and shot to 60 mph in 26.9 seconds. All this for just £610 (about \$2457 in 1959) including taxes of £180.

2 of our members guessed(?) this one, both British and both former owners. One of them, Mike Salino, even put finger to keyboard to tell us about his. You can read all about it in the next edition.

How about this one?

Here's a clue - "All Creatures Great And Small"

Drop me an email to

trevormees@outlook.com



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As you may know, Robb Stalh passed away and their daughter, Dianna Dodd is trying to help Wendy to sell Robb's cars. Robb has the following MGs:

I believe a 1976 Midget - not perfect but if I am not mistaken it's running and on the road.

1967 MGB - Project - This last time I saw it, it was being worked on for painting.

I've been told that Robb has been collecting lots of new parts in order rebuild the 67 MGB.

If you are interested please give Dianna at call at 954-593-4875 they really want to move these.

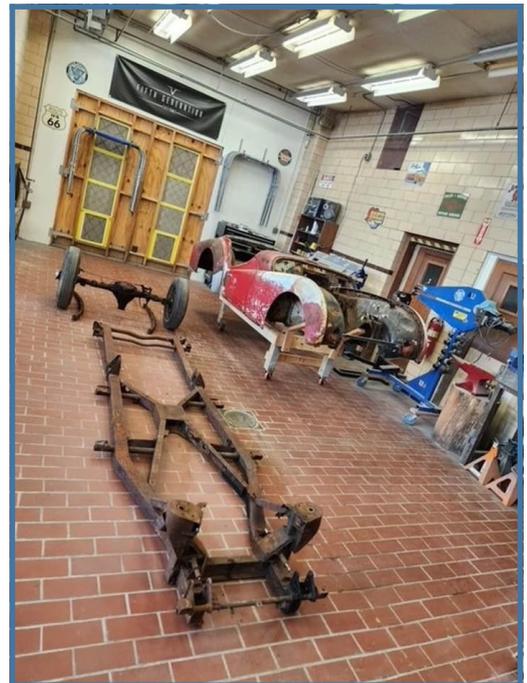
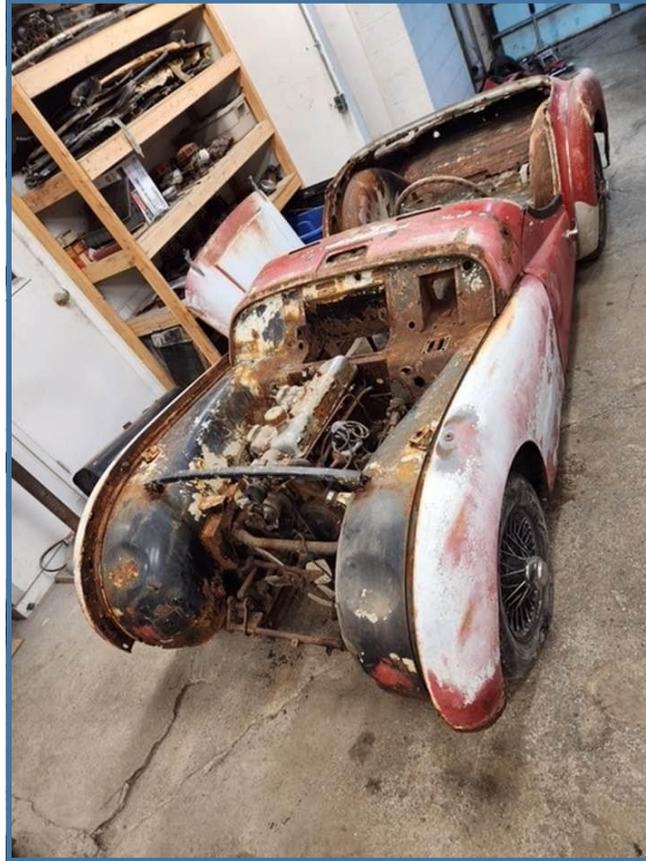
Lost and Found - Triumph TR-3A



1961 Triumph tr3
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Scanning through Facebook Marketplace John Hohman spotted a rather neglected 1961 TR-3A and recognized it as the one he owned from 1967 until 1970 by the cutouts in the front grille. He had to buy it, of course.

It is now in the hands of Fifth Generation Customs in Hanover PA for a full restoration. Looks like a bit of a job.....



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Triumph 6-Pack TRials 2024

Reproduced From Triumph 6-Pack - TR6 & TR250 Car Club magazine - Tom Huelsenbeck

2024 TRials Wrap Up

Trials 2024 The Motoring Trials

by Skip Gould photos by Tom Huelsenbeck

Every September the Toronto Triumph Club hosts the largest British Car show in North America at Bronte Provincial Park in Oakville, Ontario Canada. Every Fall the 6-Pack Club holds their annual TRials event. At the 2023 TRials banquet, we announced our intention to combine the two events into what would become the longest TRials ever.



Before the show

We planned to have people begin this adventure on the Saturday of the weekend before the traditional TRials would begin. As usual, the folks coming from the farthest distance arrived first. Jon and Claudia Korbin (with Iris) showed up in Ontario on Friday. Two cars from Eastern Maryland showed up in Western New York that day as well. Glenn and Nick had their wives fly into

Buffalo to join them on Saturday. My wife and I met up with Glenn, Nick, Robin, and Joanne for lunch on the Lake Erie shore on Saturday. We were joined by Jon McFall from our Western New York British Car Club. The three couples then drove North to begin our stay in Oakville, Ontario.



When we arrived at the Oakville host hotel we found that a large contingent from Cincinnati was already there. We were joined that evening by folks from Michigan, Delaware, South Carolina, and more cars and people from Maryland. It was weird to drink cocktails at a bar at the beginning of TRials and have no Rusts present!

British Car Day 2024

We met Sunday morning in the hotel parking lot to caravan to the Oakville show field. We were joined by several Canadian 6-Pack'ers as well as a few more from the Buffalo, NY area who drove up for the day. Participants started arriving at Bronte Park at 8:00 a.m. By 10 o'clock the field was pretty full, although stragglers were still arriving up until noon, whilst other cars were beginning to



2024 TRIals Wrap Up



depart. There were 898 cars and motorcycles on the field which has a maximum capacity of 1,150 cars. This was a 5% increase on last year's participation. The final figures for spectators and participants were estimated at just over 9,000.

There were 184 Triumphs present on the field (185 in 2023). The Triumph participants included 5 GT6s; 25 Spitfires; 18 Stags; 10 TR2-TR3Bs; 19 TR4-TR250s; 88 TR6s; 9 TR7s; and 6 TR8s together with 4 Triumph-Others. David Tushingham

arranged for our cars to be parked together at the show.

This year BCD hosted 27 representatives of the Triumph 6-Pack Club who started their TRIals 2024 in the Oakville area on September 14, before moving south to Corning and Watkins Glen, NY for the balance of the 2024 Motoring TRIals.

We returned Sunday evening to the host hotel in Oakville for dinner, drinks, and stories.

As we gathered Monday morning for the drive to the U.S. Side, we split into two groups led by Patric Carria and David Butters. The groups traveled through the escarpment area of Ontario to a stop in Niagara-On-The-Lake, Ontario. The stop included visits to local shops and sights as well as lunch at an Irish pub. We were joined at the stop by even more Canadian Triumph owners who were not planning to make the rest of the trip.





2024 TRials

Built-in stops at Advance Auto

Arrangements were made before the event began to have several Advance Auto and Carquest stores

stock a list of frequently used parts and products that we could find along our planned route. Eight stores were singled out for these potential visits. We utilized several of them as starting or meeting places during the traveling part of the Trials.



It was during this segment of the trip that I decided to fill in for the missing Jeffery Rust as the head gasket on my car decided to blow. AAA sent me a CAA truck which towed me to the Canadian side of the US border. A second CAA truck had to be dispatched to take me across the border. A great (!!!) friend met me at the border with his truck and trailer and towed me home. My wife and I transferred to a different car and drove back to Niagara Falls, NY where we met the rest of our traveling group. Several more members met us in the Falls, as well.



Buffalo, NY to Geneseo, NY

After staying the night in Niagara Falls, NY, the larger group departed Tuesday morning and traveled along the US side of the Niagara River into Buffalo, NY. In Buffalo, we were met by Randy and Janet McPhee. We led the group on a driving tour through the city, including several Frank Lloyd Wright houses, historical



2024 TRials Wrap Up

landmarks, mansions, and ultimately to the Western terminus of the Erie Canal. We paused there to view the Canal. Some of the group visited the Naval Park which exhibits a destroyer, sub, PT boat, and other ships & airplanes.

We left the park and had lunch at The Anchor Bar (where Buffalo chicken wings originated).

The local NBC affiliate interviewed several of us at the bar for their newscast story about 6-Pack. When we left the restaurant, we drove to the nearby Pierce Arrow automotive museum where the owner gave us an introductory talk before touring the displays. The TV crew followed us to this location and obtained additional footage for their newscast.



After leaving the museum, we drove across the Buffalo Skyway and along Lake Erie, past the Cheerios factory, then inland through scenic farmland and great roads to Geneseo, NY, our Tuesday evening destination. Travelers were able to smell the growing grapes, Cheerios, and some of New York State's "dairy air".

On Wednesday many of us visited Letchworth State Park. We drove along the Genesee River and stopped for lunch at the historic Glen Iris Inn. After lunch, we drove to Corning, NY, and checked into the Radisson hotel for the beginning of our traditional TRials weekend.



2024 TRials Wrap Up





Thursday - Traditional TRials Day One

Thursday morning featured optional drives to places located on Seneca Lake. One drive, led by Chris Holliday, visited the Glenn Curtiss Aviation Museum and then a boat museum. I led a second drive to the Finger Lakes Distillery

and then on to Hazlitt 1852 Winery. We returned to Corning in time for a standing-room-only members meeting.

Thursday evening featured a welcome reception arranged by David Tushingham to welcome everyone to Corning, NY, and the host hotel.





Friday – Traditional Trials Day Two

Tech sessions were held on Friday morning. The Thomsons from Coventry Motor Works gave an excellent presentation on proper set up of Triumph differentials.

Friday was largely spent in and around Watkins Glen. A few of us led groups of cars on public roads following the Historic Watkins Glen Road Course. Racing at Watkins Glen was held on public roads until 1955. The Historic Course was the location of the first American road race course after WWII. Today, the course is marked by signs with an outline of the original track.

Later that day, many of the attendees were able to take a couple of laps around the Watkins Glen International race course which was built in 1957 and remains active and hosts NASCAR and IMSA racing.



After a full day of channeling their inner Formula One driver, some went for dinner at the historic Seneca Lodge while others returned to Corning where the annual Harvest Festival had started in the city's Gaffer District.

Saturday - Traditional TRIals Day Three

The 6-Pack TRIals car show started just before the Harvest Festival reopened for the day. The car show encompassed the final closed-off block of Market Street and was billed as a part of the Festival.



Many of the attendees visited the Corning Museum of Glass on Saturday afternoon after the car show. Saturday evening our traditional banquet was held and many folks left with well-earned awards as well as door prizes furnished by the club's various sponsors. *(Awards and car show results are listed elsewhere in this issue - Editor)*

I was unable to stay past Friday afternoon as I became ill. I went home and tested positive for Covid on Saturday morning. Despite the blown head gasket and the illness, my wife and I had a great time! Lots of old and new friends, new stories, great cars, and great people!

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Baby It's Cold Outside

AI Pictures from David Glick



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Triumph TR6 (1968-76)

“The last of the hairy chested sports cars”

The Triumph TR4 was designed by Giovanni Michelotti and had a 2 litre 4 cylinder engine with twin SUs. The TR5 looked very similar but had a 2.5 litre 6 cylinder engine and a Lucas mechanical Petrol Injection system. The TR6 was designed by Karmann and, although it was the natural successor to the TR5 it did not immediately carry over the Petrol Injection system, instead reverting to carburettors for the first 2 months of production. Under the skin it was the same car as the TR5/250. In the US, PI equipped cars were not available, the TR250 having twin carbs instead. A pity, because the PI cars the rest of the world got had 50 more hp and could accelerate to 60mph in 8.2 seconds, topping out at 120mph. Later PI cars could reach 125mph.

A 4-speed manual transmission, with optional Laycock de Normanville overdrive, sent the straight 6's power to the wheels via the independent rear suspension. A limited slip diff was available but not many buyers chose that option.

The only factory-recognised change to the TR6 occurred in 1973, when the commission number prefixes changed. Commission numbers were the sequential alpha-numeric numbers used to identify vehicles, a system preceding the use of the modern-day [Vehicle Identification Number](#) (VIN). The "Early" CC and CP prefixes were replaced by the "Later" prefixes of CF for carburetted engines and CR for petrol-injected engines. At that time a front spoiler was added, the gauges changed notably in style, as did the horn push and horn surround, and a different optional overdrive was used (Laycock de Normanville A-type for early cars but J-type for later cars). But more importantly, the later CR petrol-injected cars received the milder camshaft that had been used in the carburetted cars, and also a change to the mechanical petrol injection pump. This reduced the power on the later CR petrol-injected cars to 125bhp but made them more drivable in traffic. The power of the later CF carburettor-engined cars was officially reported to have remained mostly the same, 104bhp to 106bhp, but the continued addition of emissions equipment on later CF TR6s added complexity and reduced performance.



The original colour of a TR6 can indicate when it was built. For example, Royal Blue was available up to 1971 and Inca Yellow was only available in 1976.



Triumph designed a steel hardtop for it that required 2 people to lift onto the car.

The last petrol injected TR6 was produced in July 1975 while the production of carburetted TR6s continued until the very last TR6 was produced on the 14th of July 1976.

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