



Imperial War Museum Duxford (197)

Wed, 8th Sep 2021

Estimate: £75000 - £80000 + Fees

1969 Triumph TR5 Multiple International Concours Winner and One of the Finest Examples Extant

Registration No: HBH 10G

Chassis No: CP2669

MOT: Exempt

- The subject of a full 'body off chassis' restoration to International Concours standard
- Finished in Triumph 'Jasmine' yellow with contrasting black upholstery
- Previously owned and restored by Triumph historian and collector Simon Eaton
- A desirable, home-market RHD example
Designed by Giovanni Michelotti, the TR5 offered the best of both worlds with its handsome styling and all-new fuel-injected straight-six engine - the first of its kind. This new engine helped award the TR5 the title of being the fastest TR ever produced. Not only that, but the independent rear suspension on the TR5 made it a fantastic car to drive. Produced between 1967-1969, the TR5 had a short production run making it a rare and increasingly desirable classic. Over those three years, only 2,947 TR5s were ever made, with 1,161 of those being sold for the UK market. Today, it is thought that only 500 remain on UK roads.

Presented in striking Jasmine yellow, this rare 1968 home-market car was previously restored to a breathtakingly high standard on a money-no-object basis. For over twenty years prior to work commencing, Simon Eaton and his engineer father, already prolific Triumph collectors, set out on a treasure hunt to source all available new old stock and boxed 'Stanpart' components. Their brief was simple - to build the very best example possible and win some serious silverware in the process! Well-known Triumph restorer Michael Papworth was to provide the Eaton's with the ideal basis for their project, reluctantly parting with his stalled TR5 restoration project - a desirable home-soil example with just one former custodian from new. Over subsequent years, the car was stripped and progress began - A brand new chassis by CTM was commissioned as the starting platform, but utilized NOS turrets and steering column brackets - absolutely nothing reconditioned was fitted. The inner bodyshell and Stanpart panelwork were prepared and finished by respected restorer (the Jaguar-trained) Mark Johnson of Jules Bodycraft. Simon's father was tasked with the meticulous job of rebuilding the car's fuel-injected 'six' to factory specification, including balancing of the crankshaft. The stated 150BHP is transmitted through a fully rebuilt gearbox featuring all Stanpart internals and a new old stock Laycock three-piece clutch. Upholsterer to HRH Queen Elizabeth II, Gary Wright of Milton Keynes was chosen as the ideal candidate for trimming the car's interior (all to original specification) and providing weather protection in the form of a mohair hood.

Upon completion, the car received critical acclaim and has won a plethora of high-profile Concours events, contested by Triumph owners from all over Europe. Just some of these honors include -

- 2000 Meguiars / TR Register International - 'Best Standard TR5 - 250'
- 2004 Meguiars / TR Register International - 'Masters Class Winner'

- 2007 Meguiars / TR Register International - 'Best Paintwork'
- 2010 Meguiars / TR Register International - 'Best Standard TR4-5'

Riding on period Minilite alloy wheels and offered with a crate of paperwork, photographs (completely documenting the mammoth restoration) and the many aforementioned awards; this true British sports car boasts an unrepeatability opportunity to purchase arguably the best example in existence, that couldn't be replicated for even half the guide figure.

"Quality is remembered long after price is forgotten" - **Aldo Gucci**, 1938