



## The Pavilion Gardens Buxton (202)

Wed, 8th Dec 2021

### Lot 46

**Estimate:** £24000 - £28000 + Fees

**1959 Triumph TR3A**

**Registration No:** 3435 DA

**Chassis No:** TS59031

**MOT:** Exempt

- Long term family ownership and 99,100 credible miles recorded
- Subject to an extensive restoration in 2007/8 with Job sheets included
- Large collection of invoices and old MOT's
- Built to fast road specification: Minilite style alloy wheels, Skimmed head, Morgan race camshaft, Close ratio gearset, Fast road clutch, Four pot calipers and LSD

Triumph's TR series began with the unveiling of a prototype (retrospectively called the TR1) at the 1952 London Motor Show. Trials revealed poor handling, however, and the design was not progressed and the new, much improved TR2 was launched the following year. Its two-seater body was mounted on a substantial separate chassis, while suspension was independent by coil springs at the front and live axle hung on leaf springs at the rear. The TR3 of 1955 was a direct evolution of the TR2. With it came minor styling revisions, a slight hike in power and the options of an occasional rear seat and bolt-on steel hard top. In 1956 the front brakes were changed from drum to disc units. The final iteration, the TR3A, appeared in 1957. It was instantly recognisable by its wider front grille, exterior door handles and lockable boot handle. It continued in production until 1962, by which time 58,236 are said to have been built. Contemporary road tests achieved 0-60mph acceleration times of some 11.5 seconds and a mean top speed of a whisker under 110mph.

Finished in Red with Black upholstery and a Black hood, this very smart TR3A has been in the current family ownership since c.1975 and is believed to have covered 99,200 miles from new. Subject to an extensive restoration which was completed in 2009, the accompanying paperwork indicates that all areas were addressed including the engine, gearbox, axle, body tub, panels, suspension, brakes, interior and weather equipment not to mention the fitment of Minilite-style alloy wheels. Offered with pre- and post-restoration photographs, collection of club magazines, original owner's manual, old MOT's back to 1991 at 98,346 and a large collection of invoices and job sheets. A reluctant sale of a much-loved example.