



# Dave's TR Story!

✉ Dave Lewis

*My TR story starts summer 1968 waiting for the bus to go to work, I was 16 at the time when a sport cars passes by and all I can remember is it had a front and rear screen, was Red in colour and had 4A on the back panel. Some months later reading my car magazine, it has an article entitled - Servicing Triumphs - opened it up and there it was - Triumph TR4A - I was smitten.*

*My TR6 (needing some work)*



*Fast forward 25 - 30 years, I join the TR Register and go to my first Stoke Group meeting 1992/3 looking at other members cars, get advise on what to look for and start to trawl the Ads. CARDINAL RULE No.1 don't buy the first car you see and take someone with you. I broke both and went to Norfolk and bought a TR4A for restoration, the guy delivered it and must have been laughing all the way home to the bank. Had a really good look at it the following day and realised the obvious - yes I'd bought a NAIL - well done the brides going berserk and I'm on the ceiling. Start saving again and go and see a TR6 in Stafford some 3 years later this time with another Stoke member and its in Stafford, no hood just the frame but had an hard top, the paints flat and faded, no carpet but its taxed and MOT' ed for 3 month's - I can drive it. Take it for renewal and it fails miserably on usual suspects - brakes, suspension, lights and Chassis and enlist the help of Stuart Collier who proceeds to weld it to death while I source parts for replacement. 2 months later she passes and I'm over the moon. Decide over the next 12 month's I'll either love it or loath it - I fall in love. Spend the next years driving all over the UK and all the time buying body panels for the rebuild she obviously will need, having a great time until 1999 when she fails her MOT on a rotten Chassis. Manage to source a good secondhand USA one from another TR member, enlist the help of Chris Mountford and Ant Pattison to paint and rebuild it while I resource replacement suspension, braking and fuel pipes, replenish copious amounts of coffee and take pictures. Had the shell rebuilt 2 years later by Quinton Cowley of Coventry (worse shell he'd ever worked on - rotten as a pear). Made a really good job of the bodywork but not so with the paint but got a guy from Nantwich to flat and re-paint and started the rebuild with Ian Crosby. Replaced all interior, new dash, MX5 seats re-covered in full leather, mohair hood and cover, bumpers re-chromed car back on the road and looking the dogs. Its been a long and expensive route but worth it, she's now been joined by a TR5 - rebuilt in 2007 to a very high standard. I may be stupid but not suicidal after my initial experience.*

*Moral of the story - ALWAYS view loads of cars, take an experienced member with you and buy the best car you can afford otherwise it really will kill your Bank balance and the Bride has a field day with your ears.*

*Happy TR'ing  
Smiling Dave Lewis.*



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*My TR6 (Celebrating 50 years!!)*