



# TR Register

For all TR enthusiasts past, present & future

## Historically significant Triumph TR2 on Round Britain Relay with the TR Register Car Club.

The Triumph TR2 is one of the most significant cars in British motoring history. Launched in 1953, it took the world by storm when it offered a small, potent, rugged, and reliable sports car that was capable of over 100 miles per hour yet was relatively affordable to buy.

The Coventry – built sportscar was incredibly successful in motorsport and rallying during the 1950s and an early example even broke the land speed record for a production car with an engine capacity of under two litres.

The TR2 re-energised the Triumph brand into a sporting marque after the second world war and led to nearly thirty years of Triumph sports cars to follow.

This very special example is lovingly known by its chassis number, “TS2” referring to the fact that this was the second TR2 ever built and the first in right hand drive. It was hand built as well on 22<sup>nd</sup> July 1953, at Triumph’s Banner Lane Factory, Coventry before the main production line was operational.

It launched the Triumph TR2 to an excited public at the Dublin Motor Show later in 1953, then spent time as a demonstrator before it went into private ownership in Ireland. TS2 was re-registered in the UK in the early 1960s and extensively rallied.

Fast forward past another spell in Northern Ireland for TS2 and to the late 1990s when the Motoring Editor of the Coventry Telegraph, Keith Read, decided that the plucky little TR2, still bearing the scars of decades of hard use and motorsport scrapes, would be better off being fully restored.

As a result, Keith donated TS2 to the TR Register Car Club.

A fundraising and restoration effort lasting several years ensued until eventually, TS2 was unveiled by Stirling Moss at the Classic Motor Show in 2001. Since then, she has been used and enjoyed by hundreds of TR Register Car Club members who have raised the profile of the Triumph TR2 by entering TS2 into countless public appearances, shows and events. The TR Register Car Club owns the car, and a trust has been established to ensure the car’s future for years to come.

Now, two years later than planned due to the global pandemic, TS2 embarks upon her next great adventure. The original purpose was to celebrate the 50<sup>th</sup> anniversary of the TR Register Car Club’s formation, now the largest Triumph club in the world.

The ambitious tour will see this famous sports car visit every region of the TR Register Car Club in mainland Great Britain, visiting no less than 53 local groups!

Representatives from each local group will be responsible for coordinating the handover relay and passing it on to the next group, as the route snakes and winds across the country, taking in various venues, shows, events and appearances. The relay starts at Bicester Heritage on the 9<sup>th</sup> April and culminates in her appearance at the Triumph and MG Weekend, Stafford Showground over the weekend of 19-21<sup>st</sup> August 2022.

Along the way members in each local area will get a chance to experience TS2 and the car will be making appearances at venues, shows, town centres, schools, and other opportunities to generate publicity for the Triumph marque, TS2 and the TR Register Car Club along the way as this unique sports car is showcased to members, the public and other car clubs and classic car owners alike.

To find out more information on TS2 and the tour visit:

[www.tr-register.co.uk/ts2](http://www.tr-register.co.uk/ts2) where the reports of each leg of its journey will be published including photos and stories along the way.



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## Top 10 facts about TS2

1. TS2 refers to the chassis number of this Triumph TR2 and thus reveals that it was one of the earliest examples ever built.
2. In fact, TS2 was hand built at Banner Lane in July 1953, before the production line came on stream.
3. TS2 is the first right hand drive example of not just a TR2, but of all TR sports cars.
4. It's identical sister car TS1 was left-hand drive and went to the US. MVC 575 was built to break the Jabbeke production speed record and was also left-hand drive.
5. It promoted the launch of the TR2 at the Dublin Motor Show in the Autumn of 1953.
6. It spent much of its early life in private hands, registered in Ireland and was sold to a Dr Brendan O'Hara. It was used extensively in rallying and club motor sport.
7. It later came into the ownership of Motoring Journalist Keith Read, by now in a poor state.
8. Keith Read donated TS2 to the TR Register who now own the car in trust, the club set about fundraising for its restoration in the late 1990s and relaunched the car with the help of Stirling Moss in 2000 at the NEC Classic Motor Show.
9. Since rebirth the car travelled many thousands of miles in the hands of hundreds of club members to promote the TR marque and the TR Register Car Club. It is available for any TR Register member to use to promote the club.
10. TS2's greatest achievements include the 2010 Round Britain Reliability Run where it covered 2000 miles in 48 hours non-stop and winning car of the show at Silverstone Classic in 2021.

## For media enquires contact:

Wayne Scott, Press Officer. TR Register.  
Tel: 07759 206899  
Email: [press@tr-register.co.uk](mailto:press@tr-register.co.uk)

## For image assets visit:

<https://www.dropbox.com/sh/352fnvp2bf7ba3n/AAC2IB8dbgvHVstbxyIzDYxUa?dl=0>

## For more information visit:

[www.tr-register.co.uk/ts2](http://www.tr-register.co.uk/ts2) and <https://www.tr-register.co.uk/about-us>

## Notes:

The Triumph TR2 is a sports car produced by the Standard Motor Company in the United Kingdom between 1953 and 1955.

The car had a 1991 cc four-cylinder Standard wet liner inline-four engine from the Standard Vanguard, tuned to increase its output to 90 bhp. The body was mounted on a substantial separate chassis with coil-sprung independent suspension at the front and a leaf spring live axle at the rear. Either wire or disc wheels could be supplied. The transmission is a four-speed manual unit, with optional top gear overdrive. Lockheed drum brakes were fitted all round. A total of 8,636 TR2s were produced. It was replaced by the TR3 in 1955. The rear wheel covers you see on TS2, called spats, were an optional factory fitment in 1953 and are period correct for this car.