


CLASSIC DRIVER

1960 Triumph TR3A

- Lot sold
USD 30 004 - 35 004
GBP 24 000 - 28 000 (listed)
Year of manufacture 1960
- **Gearbox** Manual
- **Chassis number** TS70219
- **Number of seats** 2
- **Drivetrain** 2wd
- **Lot number** 801
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- **Drive** RHD
- **Condition** Used
- **Location** 
- **Fuel type** Petrol
- **Exterior colour** Other
- **Car type** Other
- **Engine number** TS70403
- **Exterior brand colour** Blue
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Description

Guide price: £24000 - £28000. <p> </p>Right-hand drive, home-market car fitted with wire wheels and overdrive. First reg, 18th Match 1960 Recently painted in its original Powder Blue with new chrome wiresUprated with poly-bush suspension, alternator conversion, electronic ignition, Kenlowe fan, and Revington steering With its BMIH Certificate, V5, buff log book, various invoices, and a fresh MoT.<p> </p><p> </p><p><p>Long famed for their rugged reliability and idiosyncratic good looks, the 'sidescreen' TRs have attracted a fanatical following over the years. The final evolution of the Triumph TR2/TR3 sports car line (save for the American market TR3B), the TR3A was introduced in September 1957. Great fun to drive, its tough boxed section chassis featured independent coil and wishbone front suspension, a leaf sprung 'live' rear axle and disc/drum brakes. (The first British production car to have front disc brakes as standard). Fitted with a 1991cc four-cylinder OHV unit developing some 104bhp and 117lbft of torque, it was reputedly capable of 110mph. A great sales success on both sides of the Atlantic, the model provided a rather more visceral alternative to its MG and Jaguar competition.</p><p>This particular car is a UK, right-hand drive TR3A which happily retains its original body, engine and registration number and was delivered new to Carlisle in March 1960 as one of the last 3As made. The V5 log book history is detailed with the original buff logbook confirming the car was Powder Blue when first sold to James Stephenson of Whitehaven on the 16th March 1960. The buff logbook details all the further owners and a colour change to Green before the car was subject to a 'body off chassis' restoration around 10 years ago by a previous owner. Our vendor has kindly sent us a few notes about the Triumph and we reproduce them

here.</p><p>“ Whilst the TR was, and still is, 100% structurally solid, the paint wasn’t as bright and fresh as it could have been, so we decided to strip the car and repaint it. We also decided that chrome wire wheels would really set the car off nicely, so they are also new with new tyres. Now 363 BAO presents really well and is worthy of any critical inspection by discerning buyer wanting the best. The trim and carpets are ‘as new’ and the gauges are all refurbished and working correctly. TRs are all about the driving and this car is a lot of fun to hustle around the highways and byways of the UK. The car would equally be at home cavorting through Alpine passes as I have done many times before in a TR3A powered by the fruity, lusty 4-pot unit with overdrive delivered in 2nd, 3rd and 4th gear. That said this car happily sits at 80mph on the motorway and can return 30mpg with ease. The weather equipment is almost as new. We have uprated the car with poly-bush suspension, a dynamo lookalike alternator conversion, electronic ignition, Kenlowe fan, and Neil Revington steering to give the perfect package in respect of appearance with reliability upgrades.”</p><p>The BMI Heritage Certificate confirms that it was first registered on the 18th March 1960 and was a right-hand drive, home-market car fitted with wire wheels and overdrive. The certificate is in the car's history file together with its V5, the buff log book, various invoices and a fresh MoT.</p><p>We are a classic car auction house and always take great pleasure in offering a well presented, classic British sports car.</p></div><div>
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