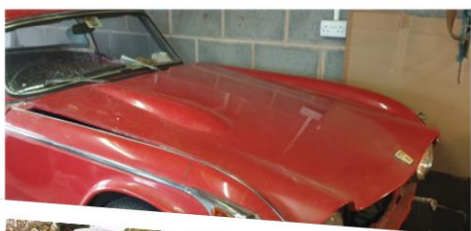


I purchased a TR5

A New Triumph in the Garage

Sometimes, the best things happen when you least expect them. That's exactly what happened to me at the Tatton Park Classic Car Show in August 2024. I wasn't looking to buy another Triumph, but fate had other ideas.



A chap approached me and said, "I've got a TR5 that's been off the road since 1988. I always planned to restore it, but I've realised I just don't have the time." Naturally, we got chatting, and as luck would have it, I discovered that my TR250 and this TR5 had been stored less than a mile apart for decades—what are the odds?

The car was tucked away in a garage in North Wales. After several conversations and a visit to see it, I couldn't resist. In early October, the deal was struck, and Ladybird—as I've since named her—was soon moved to my garage in Stoke. Owning a TR5 has always been a dream of mine, and I'm thrilled to finally have one.

Remarkably, considering it had been stored in a garage for 38 years, the car is in surprisingly good condition. Yes, there's rust, a few holes, and plenty of work to do, but the chassis is solid, and even the brake pipes are in excellent shape. Some of this makes sense now, thanks to support from the TR Register. They were able to provide some history on the car, revealing that two owners back, it underwent a chassis replacement in the early 1980s. That certainly explains why the chassis is in such great condition!

The name Ladybird came from my daughter, who has a knack for naming cars. When she saw the car's red bodywork, black spots of rust, and the "LDB" in the registration plate, she decided it looked just like a ladybird. Naming cars might not be for everyone, but I think it gives them character—and Ladybird is no exception.

So, what's next? Step one was to get her running, which, with the amazing support of the TR community (a big thanks to TR Stoke), is now done. Next comes the welding—plenty of it—then mechanical work. However, I'm not planning to restore Ladybird to her former glory. Instead, I'll be doing a sympathetic renovation, aiming to retain her history—including her bumps, dings, and scratches. They tell her story, and I think it's important to preserve that character while making her roadworthy again.

It'll be a journey, no doubt. My TR250 took 20 years to restore, but I'm optimistic Ladybird will be quicker. For now, she's cleaned, running, and ready for the next phase. I'll keep you updated as her story unfolds.

Stay tuned, and happy motoring!