



Tel. 08458 334455 +44 1925 210035

1947 Triumph 1800 Roadster Lot Entry: 62



Specification

Lot Number: 62 Sold For £12,925

Auction Sales 22/07/2009

Reg Number:

EOW 156

Chassis Number:

TRD898

Engine Number:

TRD975E

Cc:

1776

Body Colour:

Red

Trim Colour:

Fawn

MOT ExpiryDate:

June 2010

To discuss any specific information regarding this vehicle or to make a consigned bid, please contact a member of the H&H team on 08458 33 44 55 or email enquiry@handh.co.uk H&H terms and condition apply



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Despite Donald Healey's best efforts to reinvent Triumph as the British equivalent of Alfa Romeo, the firm was essentially bankrupt by the time war broke out in 1939. Subsequently revitalised by Standard impresario Sir John Black, Triumph was able to launch two new models - the 1800 Saloon and 1800 Roadster - during 1946. Styled by Frank Callaby, the latter was a flamboyant mix of 1930s styling cues and boasted what was reputedly the last dickie seat to be incorporated into a production car. Bodied in 'Birmabright' aluminium alloy over ash (save for its steel pontoon front wings), the Roadster was underpinned by a tubular ladder-frame chassis featuring independent front suspension, a 'live' rear axle and four-wheel drum brakes. Powered by a 1776cc OHV four-cylinder engine (shared with the contemporary Jaguar range) allied to four-speed column-change manual transmission, the model was reputedly capable of 80mph. Superseded by a larger-engined version in 1948, just 2,501 1800 Roadsters are thought to have been made.

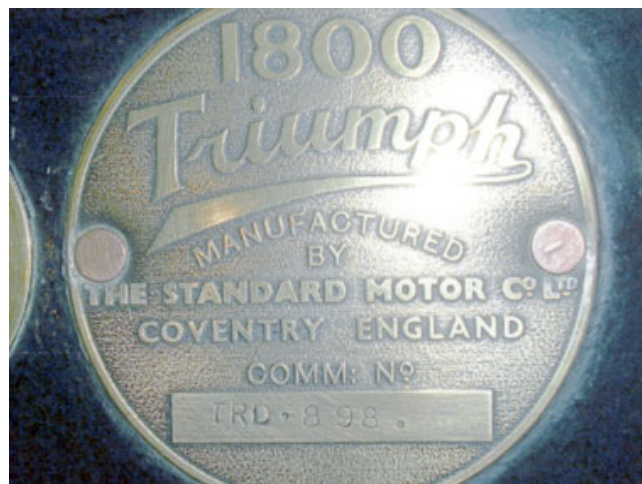
Finished in red with fawn upholstery, this particular example is described by the vendor as being in "good" condition with regard to its bodywork, electrical equipment and interior trim. Deeming the engine to be "sound", he notes that (a) there are "some blemishes to the paintwork" and (b) "synchromesh on third gear is weak". Reportedly "restored by W. Faulkner in 1990", 'EOW 156' is further understood to have entered the current ownership via his daughter during 2001. As well as "an engine overhaul (new main / big-end bearings, piston rings etc)", the past eight years are said to have seen the Triumph benefit from "a recored radiator, reconditioned master / wheel cylinders, new brake linings and replacement copper brake / fuel pipes". Riding on correct type steel wheels, this stylish 1800 Roadster is offered for sale with "a spare gearbox, handbooks and Triumph magazines" plus current MOT certificate valid until June 2010 and historic class (free) road tax.



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Image



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Image

