

Mike Haydon
1970 Triumph TR6 (150 hp)
Boksburg, East Rand, Gauteng.

I purchased the TR6 in January 1997 and have no prior history on the vehicle except that it had been subjected to a very shoddy and unprofessional rebuild. The first year of ownership was mainly spent repairing stripped threads, putting things together properly and fixing oil leaks. During the 2000 National Gathering at Gariep Dam the #6 piston broke at the lower ring groove, the car saw me home on 5 cylinders. I then did a total engine rebuild and it has run extremely well since then (with no oil leaks). At the same time the petrol injection system was set up by the late Campbell Miller and also has not been touched since. This has been a very satisfying car to work on and drive and will probably be with me for many years to come.

I use the only on weekends, really not suitable as a daily commuter.
The TR6 is essentially standard with a few changes carried out over the years e.g. seats, oil filter, air filter etc.
I'm a member of the Piston Ring Club in Modderfontein, Tit Car Club and Italian Motorcycle Owners Club.

I also have an interest in motorcycles and currently own a Moto Guzzi LeMans Mk11, a Moto Guzzi V50 Mk11 and a Laverda 750 S (Zane era). Aside from the bikes I also own two classic Minis, namely a Cooper replica (currently being built) and a Clubman 1100 which is a daily runner.



