

British Pride

By Alessandro Maschi

Who knows what the distinguished businessman thought, while signing the contract to purchase his new car. It was 1966: John Lennon claimed the popularity of the Beatles with the historical and for many blasphemous comparison with Jesus Christ¹, *Swinging Radio England* was starting to broadcast music from a pirate radio station offshore the North Sea², a bunch of Triumphs were leaving London to drive across the British island for 48 hours³ and England won the football World Cup⁴. After a while the businessman got out the car dealer with a Triumph 2000, shining in her sober *Gunmetal grey* with blue interiors. But he would not drive her so often: a man in his position would delegate the duty to the driver while him, sitting in the comfortable and spacious rear seat, would likely spent his time to read some documents to be in the office ready to work. A businessman has a very practical approach to the use of his resources and a car is just a cost, to be managed at best: many kilometers chewed up with a regular and documented maintenance to ensure efficiency. And after two years he moves forward, it is better to prevent any trouble due to wear and move to a new car.



Business men and posh ladies. The Triumph flagship, here shown in the 2.5 PI version, aims to exclusivity.

¹ In an interview to the *The Evening Standard*, he declared “We are more popular than Jesus”.

² The movie *I Love Radio Rock* tells this story, albeit fictionalized.

³ The first, epic edition of the *Round Britain Reliability Run* was held from October 7th to 9th 1966.

⁴ The final with the Germany team was decided by a controversial ghost goal scored by Geoff Hurst.

And so the 2000 passes into the more caring hands of a man that looked after her for almost 20 years. In 1984, as often happens, the car survives her owner and ends up in one of the traditional wooden barns that embellish the Kent countryside, where she will rest sheltered from the weather for more than 30 years, being driven only every now and then by the daughter of the late owner, that inherited her.



The 2000 in the third millennium.

In 2016 a new, unexpected life starts for the Triumph. Tired of seeing her idle in the barn, the lady decides to put an ad on *Six Appeal*, the magazine of the *Triumph 2000/2500/2.5 Register*. This ad draws the attention of Laurence, Triumph enthusiast and already a 2000 Mk1 owner. Two trips to Kent are necessary before making an offer and after a short negotiation, in September, the car passes hands again. The long but comfortable rest was the salvation of the 2000 that is in overall good conditions and, above all, rustless. Not bad for a fifty-year old British car! Before being on the road again some works are however necessary: the suspensions are rebuilt and equipped with new springs and dampers; the electrical system is completely reviewed and improved with new dynamo, solenoid and starting motor; the carburetors are rebuilt, the fuel pump changed; bushes, universal joints and wheel bearings are changed; the engine is tuned up, very much improving the performance on the road. The list is not ended and it will never be, because after decades of inaction the 2000 is now daily driven.



In good company, with the other 2000s owned by Laurence.

But this is not enough: the Triumph will take part to the 2018 edition of the Round Britain Reliability Run, driving 2000 miles (3200 km) in 48 hours. After 52 years the 2000 is still alive and kicking and ready to eat up the miles along the United Kingdom roads.

Who knows if the businessman would have imagined that his car, half a century after having being dismissed, would have embarked in such an adventure. It is now 2018: the music of John Lennon and the Beatles is still alive; *Swinging Radio England* is now a Web radio and still broadcast from the web; the RBRR will bring nearly 140 Triumphs at the start in Knebworth and, from there, across Britain; who is still grounded seems to be the football British national team, that after the glory of 1966 never recovered.



A day trip in Dartmoor.



In front of St. Michael's Mount, during a test drive before the Round Britain Reliability Run 2018.