

My Triumph History

My first car was a 1956 Buick Special with a standard three speed shift on the column that I had during my last two years of high school. A good friend bought a 1962 Triumph Spitfire during the same time. When more than the two of us went somewhere we would take my car, but many times I would go with him. I fell in love with his convertible Spit and swore that a Spitfire would be my next car.

As it turned out I went into the Army after high school and was gone for the next three years. My last Army assignment before returning home was in Germany. There was a Triumph dealer in Stuttgart about a half hour train ride from my base. A couple months before leaving the Army I had read that there was a program where I could buy a Triumph in Europe, but have it shipped to a dealer in the US near me in Connecticut. I went to see what the dealer had for Spitfires and discovered a newer version had been released while I was away, the GT6. It was not a convertible, but had the same driving feel with more power as the 62 Spitfire I had been introduced to in High School. I was not able to take advantage of the transfer program because of a financing limitation. I could not finance the car in Germany and have it shipped to the US before it was paid off.

I returned to Connecticut and civilian life in June of 1969. In the beginning of that August I purchased my first Triumph, a new 1969 GT6+. Since that first Triumph I have purchased a new TR6 with overdrive in 1974. In the beginning of 1976 I bought a new 1975 TR7 hardtop, which had the engine fail within months after purchase, so I worked out an exchange with the dealer for a 1976 TR6 demo that had 197 miles on it. I sold the 1976 TR6 in 1979 to a friend and bought a used 1975 TR6 that included a removable factory hardtop for my winter driving. During early spring of 1981, I sold the 75 TR6 and bought a left over 1980 TR8. That was the last new Triumph I ever bought, because Triumph went out of business in August 1981.

I had a series of older Triumphs between 1974 and 1990, such as a 1961 TR3A, a 1967 TR4A IRS, a 1981 TR7FI and then I restored a 1965 TR4A IRS. The last two Triumphs, the 65 TR4A and the 81 TR7 I have today in Florida as I enjoy my retirement. I find there is nothing better then being able to drive a Triumph with the top down year round.

By Dennis McKinley

My First Triumph
1969 GT6+

