

**B9473055 HROFE ~ 562602 ~****Build date: 15th March 1965**

1st supplied to "The Cathedral Garage" Bristol as a demonstrator but registered 1st August 1967. I became the 3rd owner of the Tiger in July 1976 with 62000 m on the clock and a non-runner. Plan A was to solve the problems and enjoy the car but hidden corrosion demanded serious work. Life intervened and I eventually started the restoration in 1995. As a professional engineer I had workshop processing skills but augmented them with a Car Body Restoration Course. Replacement body panels were sourced via R. G. Grimes and I went to every Beaulieu auto-jumble for 10 years to find parts. The shell was reinforced and 0.064 inch Zintec used for inner and intermediate sills. 0.064 inch flanged gussets replaced rusted jig boxes and provide extra stiffness at rear spring mounts. The entire length of the inner & intermediate sill joints were continuously seam welded too. Panel joints were filled and contours restored using 30/70 body solder. I entrusted the final contouring and bare metal repaint to Alpine/Tiger master craftsman John Timms of Barton Stacey. Mechanically, all is standard, exceptions are the cylinder heads which have bronze guides, and hardened ex valve seat inserts, Silverstone 5.5J alloy wheels, adjustable AVO front shocks and leather upholstered seats but with detachable headrests. The 1st MOT took place in May 2006. I attended the STOC Nationals in 2007 and 2008 when the club awarded me "Winner Concours – Standard Class" and "Best Restoration Trophy" at the annual awards dinner; accolades I am exceedingly grateful for.