



ΚΥΠΡΙΑΚΗ ΔΗΜΟΚΡΑΤΙΑ  
ΥΠΟΥΡΓΕΙΟ  
ΣΥΓΚΟΙΝΩΝΙΩΝ ΚΑΙ ΕΡΓΩΝ

ΤΜΗΜΑ ΟΔΙΚΩΝ ΜΕΤΑΦΟΡΩΝ  
ΛΕΥΚΩΣΙΑ 1425

Αρ. φακ.: ΤΟΜ 05.13.002, 16.11.042.001  
Τηλ.: 22 807000  
Φαξ.: 22 354030  
e-mail: roadtransport@rtd.mcw.gov.cy

6 Αυγούστου, 2020.

### **Εγκύκλιος Αρ. 28/2020**

Προς όλο το προσωπικό

#### **Θέμα: Ταξινόμηση οχημάτων στην κατηγορία «ΠΑΛΑΙΑ ΟΧΗΜΑΤΑ»**

Σε συνέχεια της εγκυκλίου με αριθμό 41/2018 ημρ. 30/11/2018, σχετικά με το πιο πάνω θέμα, σας αποστέλλω συνημμένα αντίγραφο επιστολής της Ομοσπονδίας Κλασσικού Αυτοκινήτου Κύπρου, με αυτονόητο περιεχόμενο και σας πληροφορώ τα ακόλουθα:

(α) Για την νέα εγγραφή παλαιού οχήματος στο Μητρώο του Εφόρου Μηχανοκινήτων Οχημάτων για πρώτη φορά, συνεχίζει να ισχύει η διαδικασία της προσκόμισης βεβαίωσης από την πιο πάνω Ομοσπονδία.

(β) Για την εγγραφή/μετατροπή οχήματος, που είναι ήδη εγγεγραμμένο στο Μητρώο του Εφόρου Μηχανοκινήτων Οχημάτων, ως παλαιό για πρώτη φορά, θα πρέπει να προσκομίζεται στο Τμήμα, το νέο πιστοποιητικό που αναφέρεται στη συνημμένη επιστολή.

Παρακαλώ για πιστή εφαρμογή.

(Γιάννης Νικολαΐδης)  
Αν. Διευθυντής  
Τμήματος Οδικών Μεταφορών



# ΠΑΡΑΡΤΗΜΑ Α

## VEHICLE HISTORY

General | Ownership | Events | Restoration Work | Dates DD/MM/YYYY

### General

The Triumph TR6 was produced between 1966 and 1976. It was the best-seller in the TR range when production ended, a record subsequently surpassed by the TR7. Of the 91,650 TR 6s produced, 83,480 were exported; only 8,370 were sold in the UK. The present car is 1 of 8,370 sold in the UK. The bodywork was generally similar to the TR4/TR5, but the front and back ends were squared off by Kammann. All TR 6s were powered by Triumph's 2.5-litre straight-6, with the same Lucas mechanical fuel-injection as the TR5 for the United Kingdom and local markets, and carburetted for the United States, as had been the US-only R250. The TR 6 PI (petrol-injection) system helped the home-market TR6 reduce 150 bhp (110 kW) (145 hp DIN) at model introduction. The TR 6 featured a four-speed manual transmission. An optional electrically switched overdrive operated on second, third, and fourth gears on early models and third and fourth on later ones. This car is an early one. Construction was traditional. Other features included semi-trailing arm independent rear suspension, rack and pinion steering, 15-inch (380 mm) wheels and tyres, pile carpet on doors and trunk/boot, bucket seats, and full instrumentation. Brakes were discs at the front and drums at the rear. A factory steel hardtop was optional, requiring two people to deploy. This car has the optional steel hardtop. The dashboard is walnut veneer. Other factory options included a rear anti-roll bar and a limited-slip differential. This UK version TR 6 PI could accelerate from zero to 60 mph (97 km/h) in 8.2 seconds and has a top speed of 120 mph (190 km/h) according to Autocar magazine. As of 2016, approximately 3400 licensed and 300 SORN TR6s were registered with the DVLA in the UK. Since the car was imported into Cyprus it has participated in many classic car events such as rallies, regularly rallies, shows, concourse competitions etc.

### Ownership. Current and previous owners.

- ██████████ Nicosia, Cyprus. 17/08/2009
  - ██████████ Nicosia, Cyprus. 28/06/2007 - 17/08/2009
  - ██████████ Clapton In Gordano, UK. 13/11/1980 - 28/06/2007
  - ██████████ Ascot, UK. 14/10/1971 - 14/11/1980
- The previous owner was from Cyprus, the rest are from the UK.

### Events

### Notes

The car is fitted with the following: Competition Seat Belts; Fire extinguisher/System.

ΔΕΙΓΜΑ



Photograph of Vehicle in Present Form - Edge Must Be Overstamped



## FIVA IDENTITY CARD

Issued in accordance with the FIVA Technical Code

FIVA REGISTRATION NUMBER			
100FRN ██████████			
FIVA IDENTITY CARD NUMBER		RESERVED ANF USE	
Issued	Day	Month	Year
	14	08	2019

Valid for 10 years or until a change in ownership of the vehicle

Owner Name:

Mr. ██████████

Address:

██████████

Cyprus

Issuing

ANF:

Cyprus Federation of Classic Vehicles

Scrutineer(s):

Nicos Tofarides

ANF Official:

Victor Papadopoulos Hon. President

This Identity Card is based on information given by the owner at the time of application, is intended solely for identification purposes, is no guarantee of the vehicle's authenticity and is not to be used for commercial purposes or proof of the vehicle's history. The Identity Card remains the property of FIVA and must be returned to the issuing authority or FIVA upon request.

## TECHNICAL IDENTIFICATION

Manufacturer | Constructor

The Triumph Motor Company Co. Ltd

Make Model

Triumph TR6

Series (Type)

CP (150 BHP) (Automobile)

Identification No:

CP750120

Registration No. (Country)

██████████ Cyprus

Build Year:

1971

Transmission (Speeds):

(4)

Chassis | Frame No:

CP750120

Body Manufacturer:

Triumph

Body Year:

1971

Body Type:

Convertible

Body No:

Engine Cyl. (Type): Displacement:

In-line

2498 cc

Engine No:

CP75026HE

Engine Manufacturer, Series (Type):

Triumph (Overhead Valve)

Wheelbase

2235

Track (F):

1238

Track (R):

1251

Tyre (F):

175/70 X 15

Tyre (R):

175/70 X 15

## MODIFICATIONS

Period (P) | Period Type (PT) | Non-Period Type (NPT)

P Additional electric cooling fan

P Electronic ignition

Restoration Work

01/05/2008: Full Respray

01/10/2010 Full engine rebuild.

ΔΕΙΓΜΑ

