

# THE TROLL T6 REGISTER

11-Jan-2024

I am truly grateful to David Alderson, and the late Peter James, for providing me with the original information which kicked-off this list of all 19 completed Troll T6s. Their information has been updated over time, as cars have changed hands, and more history has been discovered. I'd also like to thank Mike Ellis for his continuing interest in providing information to keep this Register up-to-date. All the cars (except one – see below) are, as far as we are aware, still running the Ford 'Kent' cross-flow engines and most are 1700cc (the original T6 "standard spec").

## **Chassis: T6/01.**

*Manufactured:* 1986.

*First event/Last seen:* 1986 Edinburgh / In regular use during 2023.

*Registration number:* 944 PYA.

*Colour:* Red.

*Ownership:* 1. Chris Reeson. 2. Mike Chatwin (to September 2017). 3. Mike Briggs (to November 2022). 4. Emma Wall (current).

## **Chassis: T6/02.**

*Manufactured:* 1987.

*First event/Last seen:* 1987 Land's End / Not seen for a long time (currently SORN).

*Registration number:* YMV 350.

*Colour:* Powder blue.

*Ownership:* 1. Anne Templeton (to November 2008). 2. Tristan White (current).

*Notes:* This car, bought by Anne from new, was the car used in the original artwork for Troll publicity.

## **Chassis: T6b/03.**

*Manufactured:* 1988.

*First event/Last seen:* 1988 Chase Clouds / In regular use during 2023.

*Registration number:* Q 74 HAC (originally YYD 990).

*Colour:* Yellow.

*Ownership:* 1. Cyril Charlesworth. 2. Ian Cummings, Cyril's grandson (to December 2012). 3. (Bob and Terry) Hart (to March 2021). 4. Mark Hobbs (current).

## **Chassis: T6b/04.**

*Manufactured:* 1988.

*First event/Last seen:* 1989 Exeter / In regular use during 2023.

*Registration number:* 677 TKN.

*Colour:* Red.

*Ownership:* 1. Brian Bradshaw. 2. Peter Dicker. 3. Brian Bradshaw (again). 4. Keith Hodges. 5. Robert Gegg (to January 2006). 6. Russell Clarke (current).

## **Chassis: T6b/05.**

*Manufactured:* 1987.

*First event/Last seen:* 1987 Exeter / Not seen for a long time (since 1993 Land's End ??).

*Registration number:* BHU 427 A.

*Colour:* White (Blue stripes).

*Ownership:* 1. Jim Templeton (to ???). 2. George Davey (current).

*Notes:* Believed now re-engined, although I've heard different stories from different sources. Can anyone cast any more light on this?

**Chassis: T6b/06.**

*Manufactured:* 1989? Originally sold as a kit.

*First event/Last seen:* 1989 Edinburgh / In regular use during 2023.

*Registration number:* UWP 122.

*Colour:* Blue

*Ownership:* 1. Phil Winnell. 2. Stuart Harrold (to March 2011). 3. Bill Moffat (to Winter 2018/19). 4. Alastair Moffat (current).

**Chassis: T6c/07.**

*Manufactured:* 1989?

*First event/Last seen:* 1989 Land's End ?? / 2019 Land's End.

*Registration number:* JOD 980.

*Colour:* Green.

*Ownership:* 1. Peter James and Family (to December 2018). 2. Jim Davidson (current).

*Notes:* Reviewed in Kit Car magazine, March 1993. Regarded as the 'works' trials car, it was advertised for sale in December 2018 for 'Offers over £20k'.

**Chassis: T6d/08.**

*Manufactured:* ??? This is the "Sprint" car.

*First event/Last seen:* N/A.

*Registration number:* PCJ 273 R.

*Colour:* Red.

*Ownership:* 1. Chris Reeson. 2. Alan Wood. 3. Danny Nelson. 4. Paul Anderton. 5. Mark Milne (current).

*Notes:* Reviewed in Kit Car magazine, January 1991.

**Chassis: T6e/09.**

*Manufactured:* 1991. Originally sold as a kit.

*First event/Last seen:* 1991 Edinburgh / In regular use during 2023.

*Registration number:* Q 435 NTM.

*Colour:* White.

*Ownership:* 1. David Alderson (to December 2000). 2. David Thompson (to May 2020). 3. Matt Johnston (current).

**Chassis: T6e/10.**

*Manufactured:* 1989. See Bill Monteith FB Post (16 December 2022).

*First event/Last seen:* Not yet researched / In regular use during 2023.

*Registration number:* HY 1177 (originally 112 XAE).

*Colour:* Blue (Silver wings)

*Ownership:* 1. Tim Pearce (to ???). 2. Nigel Moss (current).

*Notes:* Reviewed in Kit Car magazine, January 1991.

**Chassis: T6e/11.**

*Manufactured:* 1989. See Bill Monteith FB Post (16 December 2022).

*First event/Last seen:* Not yet researched / Not seen for a long time (currently SORN).

*Registration number:* BHT 948 A.

*Colour:* Cream (Brown wings).

*Ownership:* 1. Derek Pearce (to ???). 2. Paul Bartleman (current).

**Chassis: T6e/12.**

*Manufactured:* ????

*First event/Last seen:* Not yet researched / Not seen for a long time.

*Registration number:* KHT 778 E.

*Colour:* Green (Yellow wings).

*Ownership:* 1. Keith Hodges. 2. Ian Moss. 3. Ben Dyer. 4. Rob Wells (to March 2008). 5. Martyn Halliday (to Autumn 2009). 6. Jeremy Slatter (current).

*Notes:* The Top Gear (1992) car.

**Chassis: T6e/13.**

*Manufactured:* ????. Originally sold as a kit to John Groves. It was registered, but unfinished, for a number of years before passing to son Simon who completed its construction.

*First event/Last seen:* Camel Vale PCT May 2011 / 2022 Camel Classic.

*Registration number:* PNM 707 J.

*Colour:* White.

*Ownership:* 1. John Groves (to ???). 2. Simon Groves (current).

**Chassis: T6e/14.**

*Manufactured:* ???.

*First event/Last seen:* N/A (never used for trials) / Facebook Post 07-Jan-2024.

*Registration number:* TVM 402 K.

*Colour:* Green.

*Ownership:* Arthur Barnish.

**Chassis: T6e/15.**

*Manufactured:* ???.

*First event/Last seen:* 1993 Exeter ?? / Damaged beyond repair in a road accident and mechanical components transferred to T6g/18.

*Registration number:* (DPC 204 B).

*Colour:* Green.

*Ownership:* Ian Williamson.

**Chassis: T6e/16.**

*Manufactured:* ???.

*First event/Last seen:* 1993 Land's End ?? / 2017 Land's End.

*Registration number:* 279 TPD.

*Colour:* Green.

*Ownership:* 1. Peter Glasson (to ???). 2. Stephen Glasson (current).

**Chassis: T6e/17.**

*Manufactured:* 1994. Originally sold as a kit.

*First event/Last seen:* 1995 Exeter ?? / In regular use during 2023.

*Registration number:* TSR 261 J.

*Colour:* Blue.

*Ownership:* 1. Lee and Danni Dove (to January 2019). 2. The Selwood Family (current).

*Notes:* Competed in classic trials up to 2001, after which the Doves used for PCTs and hillclimbs only.

**Chassis: T6g/18.**

*Manufactured:* 1995/1996? Incorporating the mechanical components from T6e/15 in an Arch Motors chassis.

*First event/Last seen:* Not yet researched / ???.

*Registration number:* DPC 204 B.

*Colour:* Green (originally Blue).

*Ownership:* 1. Bill Faulkner (to March 2013). 2. Mark Endley (to April 2015).

*Notes:* The car was damaged beyond repair in a road accident in 2015 and was a Cat.A. 'write-off'.

**Chassis: T6f/19.**

The "Spare Sprint" chassis. Never completed as a trials car. The first "Sprint" car, T6d/08, was quite similar to the other T6s but T6f/19 was significantly different. It was only given a T6 number because Peter didn't want to use T7.

**Chassis: T6/0P.**

*Manufactured:* ????

*Ownership:* 1. Paul Miller (to July 2012). 2. Tim Smith (to Spring 2016). 3. Mike Ellis (to August 2017). 4. The current owner wishes to remain anonymous.

*Notes:* Although T6/01 and T6/02 were always regarded as the prototypes there was a further early T6 "development" chassis with Triumph Herald front suspension. It was never completed, nor given a chassis plate, before being sold to Paul Miller. When Tim Smith bought the chassis, Peter James confirmed that he would issue an official chassis number (T6/0P) when the car had been completed but, tragically, Peter died before the chassis became anything more than just a chassis.

**THE ARCH MOTORS CHASSIS**

When T6e/15 was damaged, Arch Motors were commissioned to build a replacement chassis to be used as the basis for T6g/18. It is currently assumed that this chassis was assigned the number AM001, although there is now some doubt as to whether the replacement chassis was completely new, or a major rebuild of the chassis from T6e/15. Arch Motors were subsequently commissioned to build a further five chassis which eventually came into the ownership of Mark Milne and Chris Hodgson in 2006. Chassis AM002 was complete, powder-coated, and panelled, Chassis AM003/004/005 were all complete and powder-coated, with some loose panels. The fifth chassis was complete, in a bare 'oiled' metal finish, with no chassis number (although it is referred to as AM006 by the current owner).

All five Arch Motors chassis (AM002 to AM006) have now been sold-on, but I have agreed to keep this information confidential for as long as this is the wish of the current owners. Chassis AM002 and AM003 are currently being built into complete cars, to the original Troll specification.