TRIUMPH REGISTER OF AMERICA

Formed to preserve the Triumph marque

ESTABLISH 1974

Concours d'Elegance

Judging Standards

&

Restoration Guidelines

TR2 • TR3 • TR3A • TR3B

November 2024 Edition

Version 24.11a

Triumph Register of America

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FORWARD

Dear Triumph Enthusiasts,

Welcome to the 2024 edition of the Triumph Register of America's Concours d'Elegance Judging Standards & Restoration Guidelines! For over fifty years the TRA has been the premier organization dedicated to "Preserving the Marque" of Triumph through the national association and its affiliated local clubs across the United States. Paramount to that purpose is the annual Concours d'Elegance event held each year at its National Meet.

In addition to top-notch judges, essential to a successful program requires comprehensive standards in order to accurately judge a car's originality and quality of restoration. Admittedly, there is not much more to be learned about our cars since their production from 1953 to 1962, but new information does trickle-in from time to time.

This edition contains many revisions, a few are listed below:

- Revised several standards to reflect new information on originality
- Re-allocated the weighting of the four Standards judging areas
- Incorporated revised score sheets into the Standards
- Organized the specific standards in commission number sequence.
- Supplemented the guideline with many photographs and graphics to bring clarity to topics
- And many other minor edits and formatting changes

I invite you to consider participating in the TRA's concours program. Scoring in the high nineties may be out of reach for your car but if you participate in the process by preparing for and entering a Concours event, I guarantee you will become more intimately familiar with all the details that make your Triumph such a special and unique automobile. But always remember, our cars are meant to be driven!

I am humbled to be a small part of the cadre of truly remarkable people, past and present, that have devoted so much time and effort to preserving the marque. We all know that Triumph, in and of itself, is not considered an exotic sports car brand. Be that as it may, it's the brand we all love and they are what brings all of us together. And I'm happy with that!

In closing, I'd like to acknowledge and thank those who helped me with this new edition. Thanks to Bruce Clough, Darrell Floyd, Marty Jones, Jeff Kelly, Jack Schmelyun, TerriAnn Wakeman, John Warfield and Jeff Zimmerman just to name a few.

Steve Cappello

Editor

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Introduction

The annual Triumph Register of America (TRA) Concours d'Elegance has been the highlight of *National Meets* for over fifty years. These *Judging Standards and Restoration Guidelines* serve both concours judges and enthusiasts undergoing restorations.

About TRA

TRA is a nonprofit organization established to assist TR2 -TR4A owners in the restoration, maintenance, preservation, and enjoyment of their cars with over twenty-five *Local Centers* from coast to coast. Online communication, local technical workshops, and driving events provide the binding glue for our national organization. More information regarding TRA may be found at www.TriumphRegister.com.

About TRA Concours

Concours competition requires significant commitments of research, time, and cost, and is taken seriously by those involved. Conducting a concours d'elegance also requires significant commitments in planning and preparation. TRA recognizes both, and strives to improve the experience by establishing practical standards subject to periodic review, and recruiting and training judges to employ them.

A successful concours d'elegance requires:

Consistency Across the Event: Evaluations should be consistent across the show field.

***Consistency Between Judging Teams*:** Evaluations should be consistent between judges and judging teams.

Consistency between Successive Events: Evaluations should be consistent from year to year, regardless of judging personnel. Components correctly adjusting deduction notations on *Judging Scoresheets* should not receive further deductions on that account.

Proper Time Management: TRA concours evaluations should take only three hours, though this may prove difficult with crowded show fields. In such cases, increased staffing, or procedure changes consistent with established practice, may be required.

About this Document

The *Judging Standards and Restoration* guidelines result from years of assembling information from factory reference materials, contemporary third parry publications, TRA member experience and expertise, and TRA judging school presentations and reviews.

Each section within this guide includes specific cautions regarding the accuracy of provided information which, despite intensive research, often lacks conclusive supporting documentation. This is further complicated by persistent errors in existing supporting documentation because of the mass production methods used by Standard-Triumph. The *Spare Parts Catalogue* often cites changes at specific commission numbers that occurred over several weeks of production, with cars produced during that time having either the early or later configuration. Therefore, judges and restorers should not conclude that a car fitted with components inconsistent with a cited *Service Bulletin* or *Spare Parts Catalogue* parts or engineering change is in error before conducting further research or consulting with experts.

General Rules for Concours Competition

Scope

Judging comprises two elements:

> ***Originality:*** The components match those specified for the model and commission number.
>
> ***Restoration Quality:*** The condition of various components.

Scoring

Cars begin the judging process with 100 points, with deductions made for deviations in *Originality* and *Restoration Quality.*

The 100 points are divided into four sections, with a detailed breakdown of components and their point allocations provided within each judging section. The judging sections include:

Exterior	25 points
Interior	30 points
Underhood	30 points
Chassis	15 points

Examples:

A car receives a single point deduction in *Underhood-Hydraulics,* which is recorded on the *Underhood Scoresheet*.

As *Underhood* contributes 30 points toward the maximin of 100 points, or thirty percent, the weighted value of the deduction is 0.3 points, which is recorded on the *Master Scoresheet*.

Half-Point Deductions: While *Originality and Restoration Quality* deductions are made at full points, judging categories or components within a category assigned a single point require an exception allowing judges a choice beyond awarding full points or deducting as though the component within the category was missing entirely. An example is *Underhood,* where 81 percent of evaluated components are assigned a single point. Therefore, ***components assigned a single point may be judged in half-point increments.***

Car Classes: The TRA has established the following classes of cars for concours judging events:

> *Showroom Class:* Comprised of TR2 through TR4A cars being judged how well they compare to original new cars when they left the showroom floor. They are judged on both originality and restoration quality. The highest score of the participants in this class will be declared the Best of Show winner along with First Place in their individual class.

Premier Class: Comprised of cars that have won Best of Show at a previous TRA Concours event. Generally, the *Premier Class* car has the fewest originality issues and the focus of judging is the level of restoration quality. Entrants are awarded certificates, as detailed below.

Modified Class: Designed for TR2 through TR4A cars that have at least three significant modifications that would otherwise preclude them for participating in the Standard Class competition. Examples of modifications include, but not limited to, modified carburation, non-stock wheels and rims, non-stock suspension components. The Modified Class cars are judged on quality only. Modified Class is not eligible to be declared Best of Show. For more details regarding this class, see the Head Judge.

Scoring Results: Scoring within each class is based upon the score attained by each car against these standards. A minimum score of 70 is required to earn third place, a minimum score of 80 to earn second place and a minimum score of 90 to earn first place. The highest score among all concours entrants is awarded "Best of Show" for that event.

Additionally, each entrant in concours is usually awarded a certificate documenting their concours score. Cars scoring at least 70 points are awarded a Bronze Certificate; at least 80 points, a Silver Certificate and 90 points and above, a Gold Certificate.

Examples: Five cars score the following: three TR3As score 97, 78 and 75 and two TR3Bs score 89 and 85. The scoring results are as follows:

TR3A Class	**TR3B Class**
TR3A **97** First Place Trophy, Gold Certificate, **Best of Show**	*No First Place*
No Second Place	TR3B **89** Second Place, Silver Certificate
TR3A **78** Third Place Trophy, Bronze Certificate	TR3B **85** Third Place, Silver Certificate
TR3A **75** Did Not Place, Bronze Certificate	

Scoresheets

Scoring is recorded on scoresheets for each judging section, with the totals of each section transferred to the *Master Scoresheet.* Judging area scoresheets are provided in the corresponding sections of this document. *The Master Scoresheet* and judging section scoresheets are also included in the *Appendix.*

Exterior Scoresheet: This applies to body and exterior components originality and condition.

Exterior Scoring, Body, Paint and Alignment Worksheet: This supplement to the *Exterior Scoresheet* applies to the quality of bodywork, paint, and alignment of major body panels.

***Underhood Scoresheet*:** This applies to the quality and originality of the engine compartment, including the bulkhead (firewall) and inner fenders.

Interior Scoresheet: This applies to the passenger compartment, hood (convertible top), side-screens (sidecurtains), boot (trunk), jack, required tools, and *Instruction Book*.

Chassis Scoresheet: This applies to the chassis frame, inner fenders, suspension, exhaust, and road wheels.

Master Scoresheet: This records the 'weighted' points awarded for the individual scoring sections and calculates a total final score.

Rules for Concours Participants

Driven Onto Field: To be eligible for concours judging, a car must be driven onto the show field.

Hood (convertible top) Fitted: Hoods must be fitted to the car or full points will be deducted for the hood.

Sidecurtains: Sidecurtains are displayed adjacent to the car., typically to the rear. In the event of rain, the Head Judge may permit sidecurtains to be fitted.

Boot (trunk): The jack, required tools and owner's handbook are displayed in the boot. Period accessories such as advertisements are allowed, but discouraged as they clutter or conceal the display area. Personal items and mementos, such as previous trophies and restoration documents and photographs, should be removed.

Spare Tire Compartment and Cubby Box: These areas are considered 'personal' space and may remain closed during judging.

Judges' Access to Car: The bonnet (hood) and boot lid should be initially raised for judging access. Judges will require the lowering of the bonnet and boot to access alignment and the opening of doors. Owners may perform these tasks. ***Absent owners will be deemed as having provided implicit consent for judges to do so. Judges are not required to seek absent owners.***

Interaction With Judges: Judges may request owners to open or close body panels to evaluate alignment. Circumstances may require a judge to ask an owner a question, but conversation between judges and participants should be avoided to the extent possible. Questions involving *Originality* or other judging matters should be addressed to the Head Judge.

Dispute with Standards: If a participant notices an *Originality* discrepancy between the *Judging Standards* and a component demonstratively original to his or her car, the discrepancy should be addressed at the Judges Meeting preceding each concours for discussion and resolution.

Rules for Concours Judges

Contact With Cars: Judges should avoid unnecessary contact with cars, though sometimes this is unavoidable. *Interior* judges will require access to interior components, and *Exterior* judges may be required to open or close bonnets, boot lids and doors should the owner be absent.

Interaction Prior to Event: Judges must avoid inspecting cars or discussing participants' cars with other judges or participants prior to the time of the event.

Interaction With Participants: Judges should avoid interacting with participants. Typically, this would be limited to requesting owners to open and close bonnets, boot lids, and doors. Participants with questions regarding the judging process should be referred to the Head Judge.

Interaction With Spectators: Judges should avoid interaction with spectators while judging, particularly with matters regarding *Originality.* Spectator questions should be referred to the Head Judge for later discussion.

Judging Teams

The number of cars being judged influences the number of judges required and the extent of each judge's duties. Ideally, the same judges should judge each section throughout the concours classes, with multiple teams judging sections with many components such as *Underhood* to further enhance consistently and reduce the burden of individual judges. At a minimum, a team should be comprised of an experienced team leader, an assistant judge and a scribe for each component area to be judged.

Judging Team Selection Guidelines: Judges are enthusiasts with varied experiences and interests volunteering to preserve the marque, and while no specific credentials are required, criteria developed over many years have proven useful.

> ***Attendance at Two Judging Schools:*** Prior exposure to the judging process and judging material is of significant benefit to potential judges, regardless of the materials covered in a particular judging school.
>
> ***Encourage Prospective Judges to Serve as Assistants During Judging:*** Prospective judges recording scores and judges' notes on scoresheets during the judging process trains them while reducing judges' burdens.

Mix Judges with Varied Experience: Pairing new judges with more experienced ones improves consistency while reducing newcomer anxiety.

Demonstrated Knowledge of the Cars and Judging Area: Members with demonstrated knowledge of the cars and the restoration process are favored prospects, though 'knowledgeable' does not equate with 'expertise.' Expertise will not make a candidate an excellent judge, nor lesser knowledge a poor one.

The same applies to judging sections. Candidates more experienced in mechanicals or bodywork are better assigned to judging sections suited to their skills.

General Judging Guidelines

Begin With the Premier Class: Judges should begin with the *Premier Class*, as these entrants are typically the finest examples from previous years. The primary focus of *Premier Class* judging is the evaluation of their restoration upkeep. *Originality* deductions are potentially minimal, offering experienced judges the opportunity to highlight originality aspects of various components to less experienced judges before evaluating other classes.

Components Before Scoresheet: Judges should evaluate vehicle components before recording deductions on the scoresheet rather than using the scoresheet as a deduction checklist.

Clearly Mark Scoresheets: Scoresheets should be marked as clearly as possible to avoid scoring confusion. When circumstances require or allow, judges should provide short explanatory comments in the space provided on the scoring sheet to assist owners in correcting flaws.

Underhood Judges: Judging the large number of items in this category is best accomplished by establishing two judge teams simultaneously working side-by-side. One team covers *Identification Plates* though *Hydraulics* and the other team covers *Engine* through *Cooling System*. This arrangement is conditioned upon the availability of judges and is to be implemented at the sole discretion of the Head Judge.

Accessory Items:

Factory Replacement Accessories: Factory accessories replacing standard equipment such as hard tops and adjustable steering assemblies specifically cited in the *Judging Standards* should be judged for *Originality* according to the description provided in the Standards.

Fitted factory 'replacement' accessories listed in the *Spare Parts Catalogue* such as aluminum sumps and anti-dazzle mirrors not specifically described in the *Judging Standards* should be judged according to the standards applied to the replaced items to the extent possible. When this results in the deletion of required components, the missing components should be fully deducted.

Examples:

'Factory' anti-dazzle mirrors are deemed original for *Originality* judging and are judged for *Quality* per the *Judging Standards*.

'Factory' aero windscreens fitted as replacements for the standard windscreen are deemed original for *Originality* judging are judged for *Restoration Quality* per the *Judging Standards.* If the hood (convertible top) is not fitted, the hood should receive full deductions.

Supplemental Factory Accessories: Supplemental factory accessories listed in *the Spare Parts Catalogue* such as 'pre TS42400' ashtrays, wing mirrors, fog/driving lamps, badge bars and 'factory supplied' luggage grids should not be judged.

Supplemental Third-Party Accessory Items: Fitted supplemental accessories such as radios and wind-wings provided by third party purveyors should not be judged.

All concerns regarding accessory judging should be addressed to the Head Judge.

Exceeding the Standards: The Judging Standards set both the minimum and maximum *Restoration Quality* and *Originality* standards established for TRA concours. Judges should neither evaluate components nor elements of components not cited in the Judging Standards. For example, a component cited as painted semi-gloss black should warrant deductions if painted gloss black, but an item cited as painted black should not be deducted for varied levels of gloss.

Official Scorer

Completed *Judging Scoresheets* are submitted to the Official Scorer, who checks scoring arithmetic, calculates total scores, and transcribes *Judging Scoresheets t*o the *Master Scoresheet*. When completed, the *Master Scoresheets* are presented to the Head Judge for recording. The Head Judge will then provide copies of the assembled section *Judging Scoresheets* and *Master Scoresheet* to participants upon request to the extent practicable.

Head Judge

The Head Judge assigns judges, presides over *Judging Schools*, communicates rules, resolves questions or differences between judges, monitors judging, and addresses participants' questions.

Exterior Contents

Exterior Judging

Scope. Exterior judging covers the car body panels, windshield, lights, bumpers, and other objects mounted on the car exterior. This category of scoring accounts for twenty-five percent of the total score.

Judging is based on:

***Restoration Quality* — The condition of the various components.**

***Originality* — The components presented match those specified for the model and commission number.**

Scoring: As stated earlier, each car begins the judging process with 100 points and points are deducted for *Originality* and *Restoration Quality* deviations. Scoring is recorded on the Exterior Scoresheet. In addition, a supplemental scoresheet, *Bodywork, Paint and Alignment Worksheet*, is provided for the documentation of the quality of bodywork, paint, and alignment. Both sheets are to be returned to the *Official Scorer*.

The *Bodywork, Paint and Alignment Worksheet* contains a diagram of the car's sheet metal and a legend. Judges will annotate observed flaws in the diagram based upon symbols in the legend for their use and for the owner's reference. The worksheet documents the type and location of the various flaws that have been previously recorded on the main *Exterior Scoresheet.*

General bodywork and paint evaluation guidelines are provided in supplemental material. Included in the supplemental material is a *Body Panel Evaluation Guide* listing areas to be checked on each panel.

Car Inspection Requirements. *Restoration Quality* must be judged with the Boot and Bonnet in the closed position.

TR2-TR3B	Class:	Reg. #:
EXTERIOR	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Bodywork and Paint	Max Ded. Allowed	Originality Deductions
		Overall Paint	Period paint color and type. Standard paint used (body color). Use of metallic paint, decals, stripes. No deduction if color is documented.	**6**	
	4		Paint Match from Panel to Panel	**0**	
			Doors & Sills (Rockers)		
	2	**Doors**	Doors(s) 2 points per door	**4**	
	2		Handle(s)	**2**	
	2		Mountings (hinges, latches, check straps, seals)	**2**	
	2	**Sills**	Sills	**2**	
	2		Bodywork & Alignment	**0**	
	2		Paint Quality	**0**	
			Wings (Fenders)		
	4	**Wings**	Fender Panels 3 points per fender	**12**	
	2		Stone Guards	**2**	
	2		Rear Wings Stays	**2**	
	2	**Beading**	Wing Beading or Piping	**2**	
	2		Mountings (hinges, latches & hardware)	**2**	
	2		Bodywork & Alignment	**0**	
	2		Paint Quality	**0**	
			Boot (Trunk)		
	2	**Panel**	Boot Lid Assembly	**4**	
	2		Stay Rod	**2**	
	2		Mountings (hinges, latches & hardware)	**2**	
	2	**Seals**	Seals	**2**	
	2		Bodywork & Alignment	**0**	
	2		Paint Quality	**0**	
			Bonnet (Hood)		
	2	**Panel**	Bonnet Panel	**4**	
	2		Prop Rod, Safety Catch	**2**	
	2		Mountings (hinges, latches & hardware)	**2**	
	2		Bodywork & Alignment	**0**	
	2		Paint Quality	**0**	

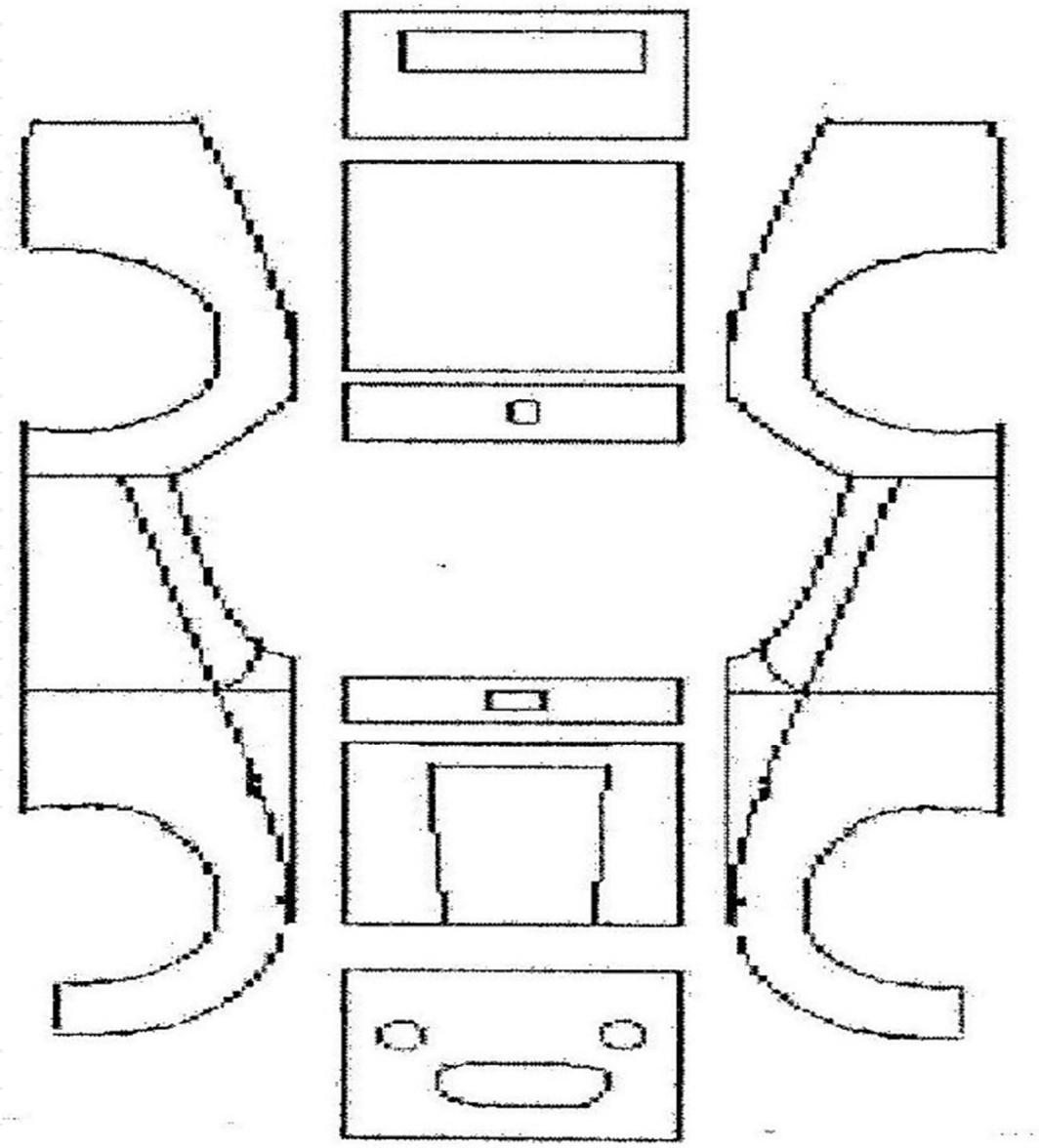
TR2-TR3B			Class:		Reg.#:
EXTERIOR			Year/Model:		
Score Sheet			Commission #:		
			Owner(s);		
			Front Apron		
	4	**Panel**	Front Apron Panel	**4**	
	2		Grill, molding	**2**	
	2		Starting Handle Bracket	**2**	
	2		Radiator Deflector	**2**	
	2	**Lamps**	Lamps, Headlamp Rims	**2**	
	2	**Badge**	Badge, Lettering	**2**	
	2		Mountings (hardware)	**2**	
	2		Bodywork & Alignment	**0**	
	2		Paint Quality	**0**	
			Rear Apron		
	2	**Panels**	Rear Boot Panel	4	
	2		Spare Wheel Cover	**2**	
	2	**Lamps**	Brake, Flasher	**2**	
	2		Turn Signals	**2**	
	2		License Illumination Lamp Cover	**2**	
	2	**Badge**	Triumph Lettering	**2**	
			Body Shell		
	2	**Panels**	Body Shell	**4**	
	2		Scuttle Vent	**2**	
	2	**Windscreen**	Frame, Glass & Rubber	**2**	
	2		Wipers	**2**	
	2	**Petrol**	Petrol Tank Cap	**2**	
			Bumpers and Over-riders		
	2	**Front**	Bumper and Over-riders	**2**	
	2	**Rear**	Over-riders	**2**	

Comments:

Total Originality Deductions	0
Total Quality Deductions	0
Total Deductions	0

TR2-TR3B Exterior Scoresheet	Class:	Reg. #00
	Year/Model:	
	Commission #:	
	Owner:	

Body, Paint and Alignment Worksheet



Annotations to Drawing	
X	Body Flaw
VVV	Paint
//	Alignment Flaw
O	Major Flaw (circled)

Restoration Quality Judging

Bodywork - Judging Restoration Quality

Scope: Bodywork inspection should concentrate on the condition of panels without consideration of the surface paint condition. Rust or damage affecting panel condition and paint condition may be considered in both bodywork and paint quality. *Originality* deductions should not affect point earnings here.

Scoring. Points are deducted in increments of whole points. For example, a 2-point allocation can be scored as 0, 1, or 2 points. The lowest possible score per panel category is 2 points; the highest is 0, with no points deducted. See point allocations per panel on the *Exterior Scoring Sheet.*

Points Deducted

No Points: All surfaces are smooth, free of signs of repair, and well aligned.

Partial Points: Surfaces in good condition with some minor flaws: visible signs of repair, lack of repair, or misalignment.

Maximum Points: Many minor flaws: neglected repairs or consistently poor workmanship.

Multi-panel Scoring: With *Fenders* and other multi-panel categories, point allocations should be distributed evenly between the individual panels and each panel judged independently. For example, if three of four fenders are in excellent shape and the fourth is in poor shape, the three good fenders should earn 3/4ths of the allocation.

Inspection: The inspection should include but is not be limited to the following areas

Contours: Waves due to sandblasting, collision, bulges because of collision or misalignment, body filler does not restore original surface contours resulting in high, low, or bumpy areas

Fine Work: Edges of repair are not feathered or softened adequately, sanding marks showing through paint

Attention to Problems: Dents, dings, or rust have not been repaired

Alignment: Panel lines out of alignment with tub or other panels

Avoid reducing scores on two different panels for alignment problems: e.g., do not reduce fender and bonnet scores if fender-bonnet alignment is not uniform. The Body Panel Evaluation Guide section attempts to organize evaluation items of this sort so that this will not be a problem.

Please refer to the Body Panel Evaluation Guidelines below (pg. Exterior8) which lists by panel specific areas that should be checked.

Paint-Judging Restoration Quality

Scope: Paint inspection should concentrate on the condition of surface paint and should not include consideration of the underlying bodywork. Rust or damage affecting panel condition and paint condition may be considered in both bodywork and paint quality. Evaluation is based on paint presented by panel; Originality Deductions should not affect point earnings here.

Scoring. Points are deducted in increments of whole points, with a flawless panel receiving no deductions and a poorly restored or maintained panel receiving the maximum allocated deduction. See point allocations possible by a panel on Exterior Scoring sheet.

No Points: Surface beautifully prepared, in excellent condition

Partial Points: Good general appearance, 1 or 2 obvious flaws

Maximum Points: Many minor flaws, neglected repairs, or consistently poor workmanship

Multi-panel Scoring: With *Fenders* and other multi-panel categories, point allocations should be distributed evenly between the individual panels and each panel judged independently. For example, if three of four fenders are in excellent shape and the fourth is in poor shape, the three good fenders should earn 3/4ths of the allocation.

Inspection: Inspection should include, but is not limited to, the following areas:

Smoothness: Roughness from over-spray, dry paint, checking, dirt, cracking. Uneven application, runs, sags, visible touch-up layers or spot rings.

Color Consistency: Light spots to uneven application, blending problems, moisture control.

Clarity: Orange peel, fish-eyes, water spots.

Luster: Dull areas because of application or lack of necessary post-paint rub-out.

Wear: Chips or scratches.

Please refer to the *Body Panel Evaluation Guidelines* on the following page listing specific areas by panel that should be checked when judging *Bodywork–Judging Restoration Quality*. *Originality* judging is not included. This supplements panel evaluation as described in *Paint-Judging Restoration Quality*.

Body Panel Evaluation Guidelines

Doors and Rockers	
Bodywork	Short door models should have a visible vertical seam at the rear of rockers.
Alignment	Uniform gap between door and fenders, rocker, and scuttle
	Door skin flush with fenders, rocker, and scuttle.
Paint	No rings around fasteners because of over-tightening.
	No marred paint resulting from installation
Mountings	
Handles	At rest are parallel to the ground. Chrome is in good repair.
Lock Mech.	Body latch chromed, clean
	No signs of misalignment wear on body or door assemblies
Door Stops	Hex machine screw used in hinge
Fender & Doglegs	
Bodywork	Fender well is straight from front to back
	Common problem is bulge toward top of the wheel well).
Alignment	Rear fender beading/welt curves evenly toward tail light.
	Front fender beading/welt is straight from front to back
	Wings aligned evenly with body tub
Mountings	Rear light is mounted squarely on fender and rear apron
	Stone guards fit tightly against body and are in good repair
	Rear wing has stay just behind rear wheel
Boot & Rear Scuttle	
Bodywork	Look for problems resulting from stress (or attempted repair) in hinge corners where corners of boot often are bent up slightly.
	Look for poor repairs along edge with apron, where alignment problems with apron might be made
Alignment	Uniform gap between fenders, apron, and scuttle
	Surface flush with fenders, apron, and scuttle surfaces
Mountings	Gas cap, lock, luggage rack and escutcheons (if applicable) condition
	Handled lock should point down at rest
Bonnet & Front Scuttle	
Bodywork	Surface has insufficient contour and/or and is prone to waves
Alignment	Uniform gap between fenders, apron, and scuttle
	Surface flush with fenders, apron, and scuttle surfaces
Mountings	Vent and escutcheons (if applicable) condition
Apron -Front	
Bodywork	Look for repairs around head lamp buckets and grille openings
	Look for damage under the front bumper
Alignment	Contour should match fenders
Mountings	Grille, badge, letters, and lights scored in Miscellaneous Exterior
Apron -Rear	
Bodyworks	Post 60K have a horizontal seam on scuttle above fender. Look for poor repair work around openings for the rear bumper over-riders and the bottom of the apron where it rolls under
Alignment	Contour should match fenders
Mountings	Escutcheons (round) condition.
	Lights and letters scored in Miscellaneous Exterior.

Exterior Originality Judging

The following pages describe exterior originality features and variations for all sidecurtain models. Many of these are easily identified model feature changes, but some less well-known variations occurred within individual models and may not correspond exactly to factory documentation. For example, some of the many body changes cited from TS60000 occurred either before after that number on account of Standard-Triumph's practice of using stock on hand.

Thus, as in other sections, judges and restorers should recognize that even the most well-documented changes are subject to a significant margin of error, and that referenced information is not absolute 'gospel.' *Exterior Originality Judging* includes guiding notes for judging variations by model and how to assess the originality of cars with commission numbers near breakpoints as required, with items not specifically cited subject to a 100 engine or commission number margin of error.

Originality Deductions: The scoresheet outlines the maximum points per category that may be deducted for deviation from originality. The guide outlines deductions per category as:

Incorrect Component	The (or a) primary component is not original to the model.
Major Assembly Deviation	A portion of the assembly is not original. A wrong variation of the component is installed or an improper substitute is installed.
Minor Deviations	A minor portion of the assembly is incorrect or missing.

Caution: You may not remove or disassemble any components to inspect.

Chronological Summary of Body Engineering Changes:

TR2

TS1: recessed chromed Mazak (pot metal) or polished aluminum grill and chromed alloy crank guide within front apron, narrow headlamp rims held by screws, Lucas 488 front indicator lamp with 'flat' glass, aluminum 'four-slot' bonnet with rivets on front and rear braces and cable release, 'long' doors without handles, narrow windscreen wiper spindle spacing, lack of scuttle vent, painted wiper motor spindle plinths, 'collar and nut' wiper arm fitting, Dzus mounted windscreen frame, 'soft' body color fender welting, 'square' Lucas Model 471 tail/flasher lamps with or without suspended reflectors, Lucas 525 brake/tag lamp with plastic lens, aluminum spare tire compartment cover, boot lid with center lock and Dzus releases

TS580 (approximately): Aluminum bonnet and spare tire compartment change to steel

TS995: Wiper spindle distance increase from 10 ½ to 14 ½ inches

TS1307: Rounded Lucas 549 tail/flasher lamp replaces 'square' Lucas 471

TS1871: Scuttle panel tonneau pegs moved rearward to fasten through scuttle roll trim

TS3514: Full size Tenax fasteners replace 'baby' Tenax

TS4002: 'Short' doors replace 'long' doors, lower seal changed

TS4229: Dzus bonnet fasteners replace cable system

TS5251 (?): Seal added to upper A-post

TS5256: Lift-the-Dot fasteners replace Tenax

TS6157: Scuttle vent introduced; bonnet cooling slots reduced to two

TS6500 (approximately): 'Two-slot' bonnet replaces 'four-slot' bonnet with either flanged rear edges or stiffener rivets to the rear brace

Late TR2 (specific points unknown): Cutouts introduced to upper sides of front apron to increase airflow to upper engine and carbs; chrome '3 sided' reveal molding added to the front apron recess lip

TS7229: Chromed bonnet hinges introduced

TR3

TS8637: Polished aluminum grill set in front of apron, two pieced chromed surround molding at apron aperture lip, front apron badge changed to 'TR3', 'hard' stainless fender beading, chromed bonnet, and boot hinges

March 1956: Grand Touring Kit offered per *Service Bulletin,* 'special' sidecurtains replace typical, external door handles fitted which differ from later TR3A *(Piggott. pg. 106)*

TS12568: Windscreen wiper arms change to splined push-fit, wiper arm plinths now chrome

TS15000 (approximately: '**TRIUMPH**' moldings appear on some U.S. market rear aprons

TS15601: U.S., Dutch and Belgian market cars now wired with combined tail/stop lamps, separate Lucas Model 594 flasher (indicator) lamps mounted to rear apron on body color alloy plinths, chromed Lucas Model 467 number plate lamp replaces Lucas Model 525 number plate/stop lamp

TS16473: Rear apron on U.S., Dutch and Belgian market cars changed to include integral pressed plinths for turn signal lamps

TS17341: 'Domed' Lucas Model 594 front flasher lamps replace 'flat' Lucas Model 488s

TS18913: Rear number plate, flasher (indicator), and flasher (stop/tail) lamp arrangement from TS16473 is now standard in all markets

TR3A

TS22014: revised front apron with wide-mouthed grill, recessed headlamp nacelles, clamp type headlamp rims replace narrow screw type, ribbed chrome letters spelling '**TRIUMPH**' across front apron instead of front apron badge, crank guide now painted body color, revised front bumper, bumper

brackets and overriders, external doorhandles, combined boot handle and lock with Dzus locks on boot lid eliminated (some exceptions), **TRIUMPH** rear apron 'bar' badge standardized

TS22530: Rivets deleted on bonnets without flanged edges

TS23920: Boot handle/lock standardized, Dzus fasteners deleted

TS24145: Minor revision of horizontal slats in grill to improve cooling (factory replacements performed gratis)

TS32586: Wide clip fit headlamp rims replace clamp type

TS40104: Body color painted fiberboard air deflector fitted behind front apron, retrofitted gratis by dealers upon request

TS41878: Front apron badge changes to blue and white

EB54355 (body number): Door hinges change to steel

TS60000: Wood eliminated from body construction, screw type windshield mounting replaces Dzus type, polished aluminum windscreen frames possible, lower rear corners of doors now rounded, 'filled' seam now visible between doglegs and rear saddle panel, boot seal lip changed and boot drip channels widened, boot lid braces change to 'tube' type, rear tire compartment deepened and boot floor raised in center to accommodate wider wheels

TS72000 (approximately): Smooth front apron letters replace ribbed

TR3B

TSF1: Bodies now built by Forward Radiator along post TS60000 TR3A lines

Exterior - Doors and Rockers

Doors

From TS1, the doors lacked external handles and extended to the lower reach of the body with an inward facing flange. The lower rear corners were squared.

From TS4002, the lower reach of the doors was raised to provide greater clearance. The inward facing flange was eliminated.

From TS60000, the doors were modernized by eliminating wood in the upper structure and rounding the lower rear corners.

Door Handles

From March 1956, a Gand Touring kit was introduced, including rearward facing external door handles. These resemble handles fitted as standard to later cars, but are not the same.

From TS22014, chromed rearward facing external doorhandles with key locks were standardized. When properly fitted, the door handle should be parallel to the ground.

Door Hinges, Latches, Check Fittings and Mounting Hardware

Hinges*: From TS1,* door hinges were plain cut cast brass secured to the door and A-Post by ¼" countersunk slotted flat head screws. The hinges and screws were painted body color.

From EB54355, the door hinges changed to steel *(Piggott, pg. 20)*. The hinges and mounting screws were painted body color.

Latches: Door latch and dovetail assemblies (mounted on door) and door lock striker dovetails (mounted on B-post) and their attaching screws were chromed. Some contact wear to the chrome finish can be expected.

Door check fittings (check straps): Check straps were secured to the doors by a pair of #10 slotted round headed fine thread setscrews *(SPCEd4, pg. 88, HWC, pg. 38),* and to the A-post by ¼' hex head setscrews *(SPCEd4, pg. 88, HWC. p. 35.)* Checks and their mounting hardware were painted body color.

Seals and Hardware: *From TS1,* a lower 'D' profiled black rubber seal was a glued to the door beneath the 'box' section, starting vertically from the lower front corner of the 'box' section to curve 90 degrees

to run about 1" to 1 ½" above the lower flange. These were hand applied without clips and prone to detachment and loss.

From TS4002, the glued on lower rubber seal was replaced by a rubber seal clipped to the bottom of the box' section.

From TS5251 (?), a clipped on black rubber seal was added running from the A-post upper edge to just below the upper door hinge.

From TS (?) a glued-on black rubber seal was added, running along the rear edge of the door.

Sills (Rockers)

From TS1, the sills were inset and covered by the lower portion of the door when closed.

From TS4002, the lower portions of the doors were shortened and the sills now followed the outer line of the body with a sealed vertical seam between the sill and the outer quarter panel (dogleg). ***Though sealed, this seam should be visible.***

Exterior - Wings (Fenders)

Panels

Fender profiles remained the same throughout sidecurtain production, with only two minor cited changes.

From TS1, the rear fenders were ostensibly shaped to accommodate the 'square' Lucas Model 425 tail/flasher lamps, though considerable variation exists from fender to fender, often with poor matches of contour to lamp.

From TS1307, the shape of the rear fender changed slightly to accommodate the shape of the rounder Lucas Model 549 tail/flasher lamp, with a far more consistent fit.

From TS22530, the front fenders were changed - no details *(SPCEd4, pg. 80).*

Stoneguards

Aluminum stoneguards protected the lower leading face of the rear fenders, secured by the rear fender mounting setscrews. These were mildly polished and 'bright dipped' to a lustrous sheen.

Two smaller 'bright dipped' aluminum 'foot' stoneguards protected the lower quarter panels, secured by the lower rear fender setscrews and a #4 round head slotted self-tapping screw (Part Number YA183), and a #4 slotted flat countersunk self-tapping screw (Part Number YA124) on the bottom flange *(SPCEd4, pg. 115, HWC, pg. 30).*

Very early in TR2 production, the height of the stoneguards was slightly reduced and the curve at the upper fender stoneguards was changed to be slightly less pronounced.

Bright dipping is not required, and some variations in polish should be expected.

Later stoneguard superimposed on earlier version for comparison.

Rear Wing Stays

A black painted steel stay (bracket) supported the rear fender behind the wheelarch, secured by hex headed setscrews to tabs welded to the fender and frame. The mounting hardware was in the suppliers'' finish.

Very early rear wing stays may be of round stock with welded attachment ends; later stays were wider, contoured stamped steel.

Mounting Hardware

Front fenders were attached to the body with body color painted ¼" x ¾" UNF pointed hex headed screws (Part Number HU0706P) *(HWC, pg. 35)* over ¾" flat washers, though larger flat washers are possible along the drip channel beneath the bonnet to allow complete coverage of the fender mounting holes.

From TS550, bonnet buffer assemblies replaced the forward-most visible fender attachment bolts when the bonnet changed from aluminum to steel. Earlier assemblies were painted with solid rubber buffers; later ones were unpainted with screws through the buffer center.

Do not deduct for early cars with later style buffers.

Rear fenders were also attached by body color painted ¼" x ¾" UNF pointed hex headed screws (Part Number HU0706P) over flat washers except for those attaching the fender to the boot drip channel which were slotted truss bolts to prevent contact with the boot lid. (Part Number552433)*, SPCEd4, pg. 84).* The *Spares Catalogue* cites plain flat washers and setscrews, but these are often lacking on undisturbed original cars.

Wing Piping and Wing Bead Assemblies (Fender Beading)

From TS1, wing piping varied in diameter and composition depending on the supplier. Molded or finished in body color, it was cut to length as required to run along the seams between fenders, body, and aprons with a short section (9 5/16") between the scuttle and fender *(SPCEd4, pg.141).* ***This piece did not run the length of the front fenders.***

As original wing piping is nearly impossible to source, make no deductions for substituted fender piping of a reasonable profile and dimension molded or painted body color.

From TS8637, stainless steel or aluminum *wing bead assemblies* replaced wing piping. The front bead assembly now ran the entire length of the front fender with an exposed attachment strip in the fender drip channel. The *Spare Parts Catalogue* is unclear regarding the front fender bead tabs attachment hardware, but the most observed are bright #4 x 3/8" slotted round head screws (Part Number YA0183) (*HWC, pg. 30).* Some surviving examples suggest the wing bead assemblies were attached during body assembly with the protective tape removed after painting.

Do not deduct for front wing beading with painted under-bonnet strips.

Exterior - Boot (Trunk)

Boot Lid Assembly

Boot lids followed the same basic pattern throughout sidecurtain TR production.

From TS1, the boot lid was secured by a pair of budget Dzus 'budget locks' and locked by a center round lock and key. Stamped 'X' support braces were welded to the underside.

From TS23920, a center lock with an integral handle replaced the Dzus budget locks.

From TS60000, tubular 'X' support braces with underlying black foam rubber pads replaced the earlier stamped and welded supports. The hinge attachment points now had a slightly raised bezel following the contour of the hinge.

Left photo is of the underside of a TR2-3 boot lid. Right photo is of a post-TS60000 TR3A- TR3B.

Boot Lid Stay Rod (Prop Rod)

Stay rods remained the same throughout production and were painted body color, including the mounting hardware.

The rubber stay rod retainer and securing pin may be left natural black rubber and bright steel or painted body color.

Hinges, Locks, and Seal

Hinges: The 'handed' boot hinges were initially painted body color. Smaller than bonnet hinges, they have a raised button to limit over travel and fracture. The underlying packings and mounting hardware may be natural or painted body color.

From TS8637, boot hinges were chromed rather than painted body color. The underlying packings were natural grey-black.

Locks: *From TS1,* the Dzus 'budget locks mounted to the underside of the boot lid were painted body color, including the attachment hardware. Chromed 'teardrop' escutcheons covered the pass-through holes in the outer skin.

The center lock was bright, with a circular chrome bezel. Mounting hardware was in the suppliers' finish.

From TS23950, the center lock was replaced by a larger assembly with an integral chrome handle and the 'Dzus 'budget locks' were deleted.

Seal: Boot seals were natural black rubber.

From TS1, these were two pieces of the same stock glued into a 'double walled' channel surrounding the boot opening. One piece ran along the sides and back channel, with the 'high' portion of the seal facing outward. A second ran along the front channel, with the 'high' portion of the seal facing inward, possibly to reduce fouling on the hinge mounting studs. As these seals were hand cut and applied, the adjoining seams between the two at the upper corners of the drip channel varied, the most common having the 'upper' seal running the full length of the channel with the longer piece butting into its side.

Pre-TS60000 2-piece boot seal joint on RH top of boot opening, the other joint is on LH side.

From TS60000, the boot lid seal changed with the body retooling, and was now a single piece pressed onto a single raised lip with the 'ends' centered at the rear of the boot lid opening or at the top just below the gas cap with the 'high' portion of the seal facing outward.

Exterior - Bonnet (Hood)

Panel

From TS1, bonnets were aluminum with a pair of stiffening rivets at the front and rear braces, and four cooling slots along the raised edge at the rear.

From TS580, the bonnet changed from aluminum to steel. The front pair of rivets were deleted.

From TS6157, cooling slots were reduced to two.

From TS6500 (approximately), some bonnets now had flanged rear edges; on these the rear stiffening rivets were deleted.

From TS22530, the rear stiffening rivets were deleted from bonnets lacking flanged rear edges.

From TS60000, the hinge attachment points had raised bezels following the hinge contour.

Bonnet Safety Catch and Prop Rod

Bonnet safety catches and prop rods were painted body color, including the mounting hardware.

The finish of rubber retainer and securing pin may be left in natural black rubber and metal, or painted body color.

From TS1, the safety catch faced the center of the car.

From TS4229, the safety catch faced the outside of the car.

Bonnet Hinges and Fastener Assemblies

Hinges: The 'handed' bonnet hinges were initially painted body color. The underlying packings may be natural or painted body color.

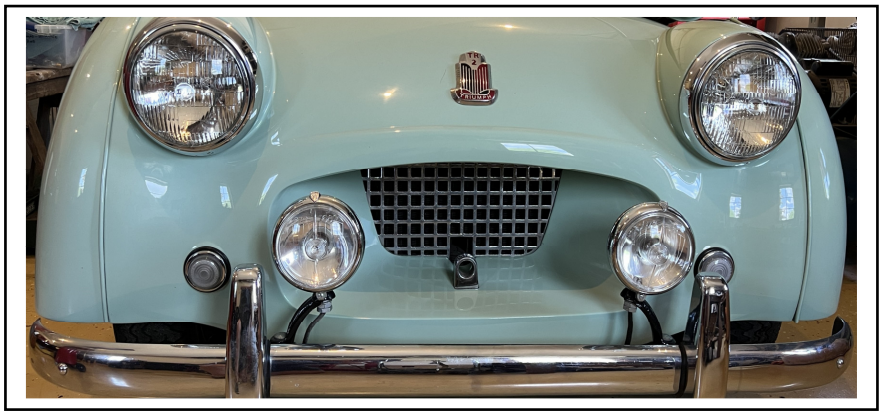
From TS4229, bonnet hinges changed (no details) *(SPCEd.4, pg. 85).*

From TS7229, chromed bonnet hinges were introduced. Underlying packings were natural grey/black.

Fastener Assemblies: *From TS1,* bonnets were fastened (secured) by a pair of 'spring, pin, and thimble' assemblies mounted to brackets welded to the front bonnet stiffener brace. These were painted body color, though wear on the bearing surfaces is expected.

From TS4229, simple, reliable, and cost effective Dzus fasteners replaced the cable operated system. The fastener 'heads' were chromed, with attaching hardware in the supplier's finish.

Exterior - Front Apron



TR2 (TS3) through TR2 (TS8636)

TR3 (TS8637) through TR3 (22013)

TR3A (TS22014) through TR3B (TCF 2804)

Panel

From TS1, the front apron featured a deep exposed aperture with a pronounced lip along the upper edge and 'projecting' headlamp nacelles.

At some undocumented point in TR2 production, a pair of cutouts were introduced on the upper sides of the front apron recess to improve airflow to the upper engine and carburetors.

From TS22014, a revised front apron with a 'wide-mouthed' grill and recessed headlamp nacelles replaced the earlier 'small- mouthed' apron.

Grill and Reveal Molding

From TS1, the grill was chromed alloy (Mazak) (Part Number 554813) or polished die cast aluminum (Part Number 800534) recessed into the deep apron recess *(Piggott, pg. 29, SPCEd4. pg. 85).*

Late in TR2 production, a chromed one-piece 'reveal' molding was added to cover the lower three edges of the front aperture *(Piggott, pg. 23).*

From TS8637, a heavier aluminum 'cellular' or 'egg crate' grill mounted near the front of the apron recess replaced the earlier grills. Vertical tabs provided attachment points for 4 #8 slotted mushroom headed self-tapping screws *(HWC, pg. 30).*

The entire edge of the front apron aperture was now covered by a two-piece chromed molding with two chromed clips on either side covering the seams between the upper and lower pieces.

From TS22014, a stamped and 'bright dipped' aluminum 'wide-mouthed' grill replaced the earlier cellular 'egg crate' grill and reveal molding. These were attached by 8 #6 cross recess oval countersunk 'A' type self-tapping screws *(HWC, pg. 33).*

From TS24145, the grill slats were slightly flattened to increase airflow. Replacement grills were supplied gratis by dealers *(Piggott, pg. 120).* Over the years, reproduction aluminum 'wide-mouthed' grills have varied in finish and detail, particularly in the thickness of the slats.

Do not deduct for reproduction grills of correct overall configuration properly fitted to the car. Reproduction grills of noticeably inferior quality or fit may warrant deduction.

Starting Handle Bracket (Crank Guide Pillar)

From TS1, the starting handle guide was chromed Mazak and fully exposed within the front apron aperture. The supporting stays were painted black with hardware in the suppliers' finish.

From TS 8637, the starting handle guide was chromed, and behind the revised grill.

From TS22014, the starting handle guide was painted body color and moved slightly forward, but remained behind the 'wide-mouthed' grill. The starting handle guide may not have been installed on some TR3Bs.

Radiator Deflector

From TS40104, a body color painted fiberboard air deflector was added behind the grill to better direct airflow through the radiator. These were attached by 4 #8 slotted panhead screws over plain washers.

The *Spares Parts Catalogue* lists these deflectors separately by body color as standard from TS22014 *(SPCEd4, pg. 85),* as they were retrofitted gratis upon request by dealers to earlier TR3As *(TSOAHb, 114).*

TR3As from TS 22014 may but are not required to have air deflectors installed.
TR3As from TS41014 must have air deflectors installed.

Lamps

Headlamps: Headlamps fitted to U.S. market sidecurtain TRs were 7" Lucas F700 sealed beams. These are prone to breakage and long-term failure.

Do not deduct for 7" headlamps of correct general profile.
Flat lensed lamps are unacceptable.

Headlamp Rims: *From TS1,* headlamp rims were narrow, gradually curved, and attached by chromed screws.

From TS22014, headlamps of a similar profile with external 'clamps' replaced the earlier 'screw' type. The clamps should be oriented at '4:30' (left) and '7:30' (right) with the clamping screw facing upward for access.

From TS32586, wider and flatter 'clip fit' headlamps replaced the clamp type and a headlamp removing tool was provided with the car.

Side Flasher (Indicator) Lamps: *From TS1,* U.S. market indicator lamps were Lucas Model 488s, with a lightly frosted glass lens and a chromed steel bezel. Early in TR2 production, the frosted lens changed to clear.

From TS17341, the lamps changed to Lucas Model 594 with clear 'domed' or 'beehive' glass lenses.

Frontal Medallion (Badge) and Name Plates - Bonnet (Letters)

Badge A

Badge B

Badge C

Badge D

Badge E

From TS1, the first few frontal medallions were unique and quickly superseded by the 'standard' TR2 badge.

For all but the earliest TR2s, the frontal medallion was red and black enamel (cloisonne) over chrome marked 'TR2' and '**TRIUMPH**' ***(Badge A).***

From TS8637, the upper markings on the frontal medallion changed from 'TR2' to 'TR3' ***(Badge B).***

From TS22014, the '**TRIUMPH**' letters on the lower scroll of the front apron badge were deleted. Separate 'ribbed' chromed Mazak name plates (letters) were attached to the front apron above the badge (***Badge C).***

From TS41879, the cloisonne colors of the frontal medallion changed from red and black to blue and white (***Badge D),*** with some having the lower scroll enameled in black ***(Badge E)***.

From TS72000 (approximately): the separate chromed '**TRIUMPH**' name plates (letters) below the frontal medallion changed from ribbed to smoothly concave. The two types are not interchangeable. These letters may not have been installed on some TR3Bs.

Exterior - Rear Apron

TR2 (TS3) through TR2 (TS8636)

TR3 (TS8637) through TR3 (22013)

TR3A (TS22014) through TR3B (TCF 2804)

Panels

Rear Boot Panel Assembly (Apron): *From TS1*, rear aprons lacked badges or plinths for turn signal lamps. Although the rear tail-flasher lamps changed at TS1307, no change in the panel is cited.

From TS15601, U.S. and Belgian market cars were wired for combined *stop/flasher* (stop and tail) lamps, with separate *rear flasher* (indicator) lamps mounted on body colored alloy plinths. These plinths are more sharply contoured than the later plinths pressed into the panel.

From TS16473, the rear apron was changed by adding pressed in plinths for the rear flasher (indicator) lamps. These have a more gradual arc at the base than the earlier alloy plinths.

From TS1

From TS15601

From TS16473

Spare Wheel Lid Assembly: *From TS1,* spare wheel lids were aluminum. These quickly changed to steel. The lid was secured by a pair of 'Dzus' budget locks with body color painted latches and chromed alloy 'toilet seat' escutcheons covering the access hole in the panel's outer skin.

Spare Wheel Lids are not to be removed for inspection.

Lamps

Rear Tail-Flasher Lamps (Tail Lamps): *From TS1,* rear *tail-flasher lamps* were 'square' Lucas Model 471s with chromed bezels. Very early TR2s might have been fitted with glass lenses, though this is highly questionable.

As Model 471 tail-flasher lamps lacked sufficient reflectivity, some early U.S. market TR2s were fitted with small round 'reflex units' attached to body color painted brackets suspended from the rear tail-flasher lamp attachment screws. See above left photo.

Do not deduct for the presence or absence of reflex units on early TR2s.

From TS1307, 'rounded' Lucas 549 tail lamps with increased reflectivity replaced the Model 471s. The red plastic lenses were secured by two chromed slotted screws.

From TS15601, U.S. and Belgian market cars were wired for combined stop and tail lamps. The Model 549 lamps did not change.

Number Plate/Stop Lamp and Number Plate Lamp: *From TS1,* the combined 'center' number plate and stop lamp was a Lucas Model 525 with a red plastic lens with a clear portion at the bottom. The lens was attached by two round headed chrome screws. The base plate was chrome.

Model 525 number plate/stop lamps with orange lenses have been encountered on original cars, though these are not specified for the U.S. market. Do not deduct for orange lenses.

From TS15601, Lucas Model 467 ***number plate lamps*** replaced the combined *number plate/stop lamps*. These had chromed covers secured by a chromed slotted screw.

Rear Flasher (Indicator) Lamps: *From TS15601,* U.S. and Belgian market cars were fitted with separate Lucas Model 594 flasher lamps. U.S. lamps had red glass lenses and chrome bezels with pronounced black rubber seals. Initially, these were mounted on body color painted alloy plinths attached to the rear apron.

From TS16473, the rear apron included integral pressed plinths to accommodate the flasher lamps.

Badge

From TS15000 (approximately), some U.S. market cars were fitted with the chromed Mazak '**TRIUMPH**' badge above the number plate lamp, ostensibly on account of people confusing the car with an MG. These were also fitted as a dealer option *(Piggott. pg. 27).*

From TS22014, the chromed '**TRIUMPH**' rear badge was standardized.

Exterior - Body Shell

Panels

Myriad minor details changed in the body shell during sidecurtain TR production. For *Exterior Panel Judging,* the relevant changes were made with the body retooling at TS60000.

Raised plinths following the contour of the bonnet and boot hinges were pressed into the bulkhead and the tonneau saddle panel at the attachment points.

The seams between the tonneau saddle panel and the outer quarter panels were now sealed rather than leaded, and thus visible.

Scuttle Vent Assembly

From TS6157, a scuttle vent was introduced. The vent lid and link assembly were painted body color. The rubber seal was natural black rubber.

Windscreen

From TS1, windscreen surrounds (frames), stanchions, and tenon plates were chromed. The stanchions were attached to the tenon plates by a pair of slotted quarter turn 'Dzus' fasteners with stamped proprietary markings which reproductions lack.
Make no deductions for Dzus type windscreen attachment hardware lacking proprietary markings.

From TS60000 (and likely earlier), windscreen mounting changed from Dzus to unmarked chromed slotted screws of similar proportion and the underlying tenon plate was deleted.

Polished aluminum windscreen surrounds (frames) and 'bolt on' stanchions were now alternatives, both as matched sets and combinations *(SPCEd.4, pg. 98-100),* and while the *Spares Catalogue* does not list chromed surrounds with aluminum stanchions as an alternative, such a combination is possible.

Windscreen Wipers

From TS1, windscreen wipers were spaced 10 ½" apart, supported by body color painted alloy ferrules secured by chromed nuts. Wiper arms were chromed with proprietary markings. Wiper blades were 8" long, with chromed or stainless frames and molded or 'layered' blades. The ferrule gaskets may be natural or painted body color. ***Proprietary markings are not required.***

From TS995, the spindle distance was increased to 14 ½."
From TS12567, the supporting ferrules changed to chrome with natural black gaskets.

Petrol Filler Cap

The petrol filler cap and bezel were chromed, with the latch oriented to the driver's side.

Exterior - Bumpers and Overriders

Front

From TS1, the front bumpers were chromed, supported by four black painted springs passing beneath the front apron mounted to the bumper bar by the overrider studs (inner) and a pair of chromed 'finish' bolts (outer). Spring mounting hardware was in the suppliers' finish.

Front bumper overriders tapered toward the top, and were chromed with a light wash of protective grey or aluminum paint on the unpolished backsides. The contact points between overriders and the bumper bar were protected by black soft plastic moldings.

From TS22014, the entire front bumper arrangement changed. The bumper bar was now more curved and mounted closer to the body by two black painted brackets passing through the lower part of the front apron and a pair of black painted distance tubes. The front overriders now resembled the rear.

Rear

Rear overriders remained unchanged throughout production. These were chromed with protective grey or aluminum paint on their unpolished backsides, mounted to the body by black painted spring supports and black painted or black oxide distance tubes. Mounting hardware was in the suppliers' finish.

Some Notes on Exterior Accessories

Myriad factory and third-party accessories were available to the TR enthusiast when the cars were new. ***Do not deduct for accessories contemporary with or consistent with the era of the car's manufacture. Examples include but are not limited to:***

Badge bars

Bumper over-rider extensions

Fog and driving lamps

Luggage racks

Rear wheelarch covers

Reversing lamps

Wind wings

Wing or other contemporary external mirrors

Interior Contents

Interior Judging

Scope

Interior judging evaluates the interior components, including the boot area within the rubber seal, required tools, and weather equipment (hood and sidecurtains) with deductions being made for *Originality* deviations, *Restoration Quality,* and preservation. This category of scoring accounts for thirty percent of the total score.

General Evaluation and Scoring Guidelines

Inspection should reflect that the cars have been driven and cannot remain indefinitely in showroom condition. For example, leather upholstery will develop 'character wrinkles' and sidecurtain mounting brackets will develop scratches from use. Mildly over- restored components consistent with factory practice warrant neither more nor fewer *Restoration Quality* points than a component in 'factory' condition, though extreme over-restoration may warrant *Originality* deductions such as chrome plated Dzus side-curtain brackets.

General Scoring Principles

Originality and *Restoration Quality* points are deducted in increments of full points allocated to component categories. The highest possible score for each component category is 0 points deductions.

Restoration *Quality* point guidelines:

> ***No Point Deductions*:** Components fit properly without excessive wear, fade, stains, poor repair, or poor restoration.
>
> ***Partial Points Reductions*:** Components display various levels of condition with visible evidence of wear, repair, or inattention to detail and fit.
>
> ***Full Point Deductions:*** Components are missing entirely, have multiple flaws, consistently poor workmanship, or complete inattention to detail.

Multi-Component Scoring

Restoration *Quality* points are evenly distributed between components within a scoring category.

For example, if three sidecurtain brackets are in excellent condition and the fourth is in very poor condition and receives full deductions, the points should be between the four.

Quality Point Inspection

Inspections should include, but are not limited to:

Installation: Fitting of interior and boot components, hood, sidecurtains (if fitted) fit poorly or not as designed, hardware missing.

Fabric Appearance**:** Interior and boot panels, carpet, and front floor mats (if fitted), and fascia excessively worn, faded, or dirty.

Fittings and Sundry Part Condition: Small fittings such as gauges, switches, fascia and cubby box components, center instrument panel, grab bar, rear-view mirror, sidecurtain brackets etc. are excessively worn, pitted, rusty, dented, or dirty.

Originality Deductions

The scoresheet outlines the maximum deductible points per category for *Originality* deviations.

Incorrect Component: The (or a) primary component is not original to the model.

Major Assembly Deviation: A portion of the assembly is not original. A wrong variation of the component is installed or an improper substitute is installed.

Minor Deviations: *A* minor portion of the assembly is incorrect or missing.

Caution: You may not remove or disassemble components to inspect.
Avoid touching the car or components.

TR2-TR3B	Class:	Reg. #:
INTERIOR	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed	Boot (Trunk) & Tools - 6 Points		Max Ded. Allowed	Originality Deductions
	2	**Floor**	Covering/Paint and Drainage Tubes	2	
	1	**Millboard**	Pattern and Paint	1	
	2	**Tools - Jack**	Jack & Handle/Ratchet, Coach Key, Instruction Book	2	
	1	**Tools - Wheels**	Wheelbrace and Nave Plate Removal Tool, -or- Knock-Off Hammer	1	
		Hood (Top) & Sidecurtains - 24 Points			
	3	**Sidecurtains**	Fabric	3	
	2		Color	2	
	2		Pattern	2	
	2		Brackets	2	
	4	**Hood**	Fabric	4	
	2		Color	2	
	2		Pattern	2	
	2		Fasteners	2	
	2	**Hoodsticks**	Hoodstick Unit	2	
	1		Paint	1	
	1		Webbing	1	
	1		Fasteners	1	
		Door Panels - 8 Points			
	2	**Panels**	Upholstery Fabric	2	
	1		Upholstery Color	1	
	1		Upholstery Pattern	1	
	1		Piping	1	
	1	**Pockets**	Pockets	1	
	1		Covering	1	
	1	**Pulls**	Cables/Handles/Knobs and Fittings	1	
		Trim - 6 Points			
	2	**Upholstery**	Fabric, Color, Pattern, Wheelarch, Quarter Casing, Rear bulkhead, Cappings	2	
	1	**Weather-stripping**	Draught Excluders (Vinyl or Furflex) and Rubber Seals	1	
	1	**Door Sill**	Sill Finishers	1	
	1	**Battery Box Drain**	Tube (TS3268 on)	1	
	1	**Jacking Hole Cover**	Metal or Rubber	1	

TR2-TR3B	Class:	Reg. #:
INTERIOR	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

		Seats - 17 Points			
	5	**Seat Frame**	Correct Type for Commission Number	5	
	1	**Upholstery**	Fabric	1	
	1		Color	1	
	2		Pattern	2	
	1		Assembly & Construction	1	
	1	**Slides**	Slide Unit	1	
	1		Paint	1	
	1		Hardware (if noticeable)	1	
	1	**Occasional Seat (Optional)**	Fabric	1	
	1		Color	1	
	1		Pattern	1	
	1		Mounting Hardware	1	
		Carpet - 12 Points			
	2	**Carpet**	Fabric	2	
	2		Color	2	
	2		Pattern	2	
	2		Binding	2	
	2		Attachment Hardware	2	
	2	**Mats**	Front Rubber floor mats (TS5089-TR3B)	2	
		Steering Wheel - 4 Points			
	2	**Wheel**	Original Style Wheel and Fittings (adjustable only)	2	
	2	**Control Head**	Control Head assembly	2	
		Dash & Instruments - 23 Points			
	2	**Dash Coverings**	Center Instrument Panel and Cubbybox Door	2	
	4	**Gauges, Switches & Controls**	Gauge, Location and Glass	4	
	1	**Warning Lights**	Two, Color and Location	1	
	2	**Cubbybox Assembly**	Cubbybox , Door, Lock and Hinge	2	
	2	**Pedals**	Pedal Assembly, Gas , Brake, Clutch Pedal and Pads	2	
	2	**Gearshift**	Gearshift Lever, Gearshift Knob, Rubber Boot	2	
	2	**Handbrake**	Handbrake Lever, Handbrake Grip, Rubber Boot	2	
	1	**Grab Bar**	Chrome vs Black	1	
	2	**Rear Mirror**	Mirror, Frame and Mountings	2	

TR2-TR3B	Class:	Reg. #:
INTERIOR	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

		Dash & Instruments - 23 Points (continued)			
	1	**Ashtray**	Type, Mount	1	
	1	**Dash Support**	Hardware	1	
	2	**Heater (optional)**	Heater Unit and Mountings	**2**	

Comments:

Total Originality Deductions	0
Total Quality Deductions	0
Total Deductions	0

Interior Originality Guide

Documented engineering and specification changes are subject to significant margins of error because of the mass production processes used by Standard-Triumph. Reference materials are not absolute gospel. Unless components ***are specifically excluded, a margin of error of 100 commission numbers should be applied throughout.***

Chronological Summary of Interior Engineering Changes:

TR2

TS1201: Paint and trim schemes revised

TS1390: 'Tie rod' stiffener brace added from steering column to fascia support stay.

TS1871: Tonneau cover changed

TS3288: Battery box drain tube introduced

TS3513: Tenax fasteners replace "baby" Tenax fasteners on the hood, sidecurtains, tonneau cover and hoodstick cover

TS4229: Dzus fasteners replace remote control hood release

TS4307: Three window hood replaces single window hood

TS5089: Black rubber footwell mats replace carpet

T*S5254*: Factory hardtop optional, cars so equipped have sidecurtains with sliding rear panes.

TS5256: Lift-the-Dot fasteners replace Tenax fasteners except across the windscreen top rail.

TS5469: Shorter 'enclosed' screw type jack with separate ratchet replaces longer 'open thread' type.

TS6157: Scuttle vent introduced

TS6266: 'Barrel' type overdrive switch replaces push-pull type

TR3

TS8637: Sliding window sidecurtains introduced, contrasting piping for some interior colors introduced, seat pan front lips now vertical instead of angled, passenger seat back pivots forward, optional occasional seat introduced, tachometer and speedometer specification changed, tonneau trim panels changed, paint and interior trim schemes revised.

TS10546: Speedometer and Tachometer change

TS10800: Paint and Interior trim schemes revised

TR3A

TS22014: Seat pattern changed, occasional rear seat cushion changed and rear squab board deleted, door panel and door pull arrangement changed, door edge roll trim now has chromed buttons, rear bulkhead and tonneau panels changed, boot millboard now black on all models, carpet pattern changed and black 'hardura' mat replaces boot carpet. Contrasting piping introduced *(except for some neutral colors like Gray and Stone)* for seats and occasional seats, rear wheelarch covers, door, tonneau, and rear bulkheads panels, furflex 'fuzzy' draught excluders replace vinyl, center instrument panel now black 'crackle' paint, paint and interior trim schemes revised, starting handle changed.

TS28826: Dzus sidecurtains replace wedge type, sidecurtain mounting bracket change, snap added to door panel

TS29001: Paint and interior trim schemes revised

TS29098: Speedometer and tachometer positions reversed. Speedometer is now on the right.

TS32833: Chromed bolts on scuttle for pre-fitted competition screens deleted.

TS35350: Nylon loop carpet replaces cut pile

TS41744: Lift-the-Dot peg added to tonneau rim capping

TS42400: Sliding ashtray now standard equipment

TS43000 (approximately): panel rheostat available for U.S. market cars, panel switch now on top.

TS60000: Major body retooling requires changes in carpet pattern, door panels, rear wheelarch covers, rear bulkhead and quarter casing panels, plastic surround on rear-view mirror introduced, panel rheostat introduced on Home Market cars.

TS70182: amber flasher indicator lens changes to green

TS77000: Paint and interior trim schemes revised

Boot (Trunk) and Tools

Boot judging includes all surfaces and components within the boot seal, including required tools and the *Instruction Handbook.*

Floor

Boot (Trunk) surfaces were painted in body color.

Covering: From TS1, the boot floor was covered by carpet matching the trim, left loose on early cars, or secured by four #6 'special' chromed countersunk slotted oval screws (Part Number 500343) and flush countersunk cup washers *(SPCEd4, pg. 124).* ***Note that observed screws are typical #6 chromed countersunk screws and the washers may be raised rather than flush.***

Do not deduct for presence or absence of screws or bound or unbound carpet.

From TS22014, black pebble grain 'hardura' mats replaced the carpet. These mats were unbound and secured as above.

Drainage Tubes: Metal drainage tubes suspended beneath the rear corners of the drip channels with unpainted black rubber hose extensions running through the inner fenders.

Spare Tire compartments are owners' personal spaces and are not judged

Boot Millboard

From TS1, boot millboards were fiberboard with a pebble grained surface painted to match the body secured to the body with #6 'special' chromed slotted screws (Part Number 500228) and countersunk cup washers *(SPCEd4, pg. 110).*

Why the boot millboard screws are cited as a 'special' part is not clear, as those observed are typical countersunk slotted ovals.

The lower screws on early 'folding' millboards are invisible without lifting the carpet edge as the millboard screws directly to the boot floor. Note that the numbers of these screws can vary, particularly along the top edge, and that the washers were often raised rather than flush.

From TS22014, all boot millboards were black and lacked the folding edge at the bottom. Attachment was as above, ***except the lower screws are visible, as they attach to either brackets (early) or a vertical lip welded to the boot floor (late).***

Tools

The following tools are required for concours. Finishes are included with descriptions.

Tools-Jack: From TS1, the jack was of an 'open screw' design with an attached handle. It was painted black except for the exposed threads.

From TS5469, a smaller and stouter 'closed screw' jack with a detached ratchet handle replaced the 'open screw' design supplied successively by Smiths', and B.T.C. recognized by their stamped lifting hooks and signature identifying stampings at the top of the barrel beneath a pinched upper bearing race. The barrels of these jacks were initially painted orange red (BMW's Henna Red is a very close match) with the color shifting toward a deeper red during TR3A production. The feet and drive ends were blued or oil quenched black, though some may have had wash coats of black paint over the former. Variations may be present, but not in overall design, length, or function.

PRIMA jacks were supplied with late TR3As and TR3Bs. Dimensionally and functionally the same as those produced by Smiths' and B.T.C., PRIMA jacks possess a different internal design distinguished by a beveled washer atop the barrel beneath the ratchet drive cap. The stamped lifting hooks were usually more robust than earlier jacks, or were cast and secured by a bolt. Initially painted red, PRIMA jacks were most often supplied to Standard-Triumph painted black overall with a black and yellow "PRIMA" transfer near the top of the barrel.

From TS5649***, jack ratchets*** were of a common design produced by Smiths', B.T.C. and PRIMA. ***KING DICK ratchets were not supplied to Standard-Triumph***. Smiths' and B.T.C. ratchets were blued with identifying stamps, indented handles, and natural hardware. PRIMA lacked identifying stampings, and were blued or painted overall red, black, or 'hammered' silver.

Absent probative documentation regarding when each type of 'closed screw' jack and ratchet were issued, no deductions should be made for any of the above patterns of jacks, ratchets, or combinations of either.

Coach Key: All cars were provided a coach key for opening the spare tire compartment, boot (early cars) and bonnet (all but very early cars). These were simple 'T' shaped tools with a tapered four-sided end to fit Dzus fasteners, typically 6" long, though other lengths are possible. The 'handle' should align with the flats of the business end and is plain round stock, without a 'dog-bone' profile. Coach keys were blued, black oil quenched or left in natural metal.

Instruction Book: All cars were issued an *Instruction Book.* The successive editions of this book are beyond this document; therefore, owners are not required to 'match' the *Instruction Book* edition with their car beyond the model (TR2, TR3, TR3A). Note that while TR3A books are labeled as TR3, they have different covers.

Make no deduction for heavily worn or soiled original Instruction Books

Tools - Wheels: Wheel changing tools differed between cars fitted with disc or wire wheels.

> ***Disc Wheels*:** Disc wheeled cars were supplied with a wheelbrace (lug wrench) with a pivoting handle secured by a spring. These were stamped with the manufacturer's name (PENNANT), part number, and the size of the associated lug nut. They were painted overall gloss black with metallic blue paint inside the socket.
>
> Also provided with disc wheeled cars was a combination tool or knave plate remover, a 3/8" diameter tommy bar with a screwdriver head on one end and a hooked 'spoon' on the other for removing the knave plate (hubcap). These were finished in oil quench black (with or without a wash coat of black paint) or, more commonly, clear cadmium.
>
> ***Wire Wheels**:* Wire wheeled cars were issued a '1-pound' knockoff hammer. The vast majority were produced by 'THOR' identified by casting in the black painted iron head and a decal on the ash handle. Early TR2s might have had hammers with a leather striking end opposite a copper, but the vast majority were copper/copper.
>
> ***Current production 'THOR' hammers are acceptable.***

Optional Tools

Starting Handles: Although most sidecurtain cars possessed starting handle guide brackets in their front aprons, stating handles were not supplied with every car.

Starting handles (cranks) are not required.

Tools-Full Kit/Roll: Some references list 'full toolkits' as standard, some optional, and others as a combination of the two. Tool kits were likely optional on early cars and supplied as standard during TR3 production. 'Tool Kit Complete' is listed as an accessory in the *Spare Parts Catalogue* but then noted as standard on the 'TR3 1958 model.' (*SPCEd4, pg. 155).*

Complete tool kits/rolls are not required for concours judging.

Hood (Top) and Sidecurtains

Sidecurtains

Sidecurtains need not be fitted to the car for judging, but must be accessible for review.

Sidecurtain ***Fabric*** and ***Color*** matched the hood and are described in the ***Hood*** section below.

Do not deduct for sidecurtains matching hoods previously deducted for incorrect fabric or color.

Sidecurtain Pattern: From TS1, side curtains had a single fixed pane, and a hinged signaling flap with a zippered access slot secured along the bottom with four 'baby' Tenax fasteners. The 'wedge' type frames matched the body color, though some exceptions were possible. The wedges on the mounting posts were natural alloy with bright finished fixing/adjusting screws.

Baby Tenax v. Full-Sized

From TS3513, the lower fasteners changed to full sized 'Tenax'

From TS5254, the panes changed to two with cars equipped with the optional 'factory' hardtop. The rear window slid forward, with an attached plastic 'block.'

From TS5256, fasteners changed to Lift-the-Dot.

From TS8637 (TR3), two panes were standard on all cars

From TS28826, a Dzus mounting system replaced the 'wedge' type system. The bottom of the frame was now fixed, and the four lower fasteners eliminated. The metal frames were now painted in varying shades of matte gray as opposed to body color, except for the chrome plated male Dzus fasteners. The rear sliding pane now had a curved extension on the edge rather than an attached plastic block. A small steadying strap of sidecurtain fabric now snapped to a stud on the door panel.

Hood (Convertible Top)

Cars are to be shown with the hood erected and snapped into place. Cars fitted with hardtops are excepted from this rule.

Hood Fabric: Hoods, sidecurtains, tonneau covers and hoodstick covers were manufactured from 'crushed' grain Rexine/Vynide bonded to canvas. At some point, a tan or neutral backing was added to the underside. The closest available material to the later fabric is British 'Everflex,' which is reputedly an improved version of the original fabric.

Do not deduct for hoods or other soft covers made from Everflex or similar currently produced fabrics. Stayfast or other cloth fabrics are incorrect.

Hood Color: The successive color schemes offered during sidecurtain TR production are beyond this document. As noted, early hoods lacked backing, with the underside approximating the color of the upper surface. Most current fabrics are backed.

Do not deduct for hoods backed in tan, gray, black, or dyed to match the upper surface.

Hood Pattern: Hoods and other soft covers were sewn as opposed to heat pressed, including the rear window (s). The two main seams ran from the windscreen fastener strip, over the hoodstick webbing, to the rear fastener strip. A 'furflex' or moquette covered 'question mark' or 'hook' shaped soft rubber seal sewn into the front fastener strip slipped beneath the exposed trailing edge of the upper windscreen rail for rain protection, with only the furflex visible from within the car. The furflex is often buff or fawn in color, but other colors are possible.

Do not deduct for heat pressed seams or seam locations on hoods.

From TS1, the hoods had a single rear window.

From TS4307, the rear window was enlarged and two rear quarter windows were added for better visibility.

In May 1959, a Rexine/Vynide buffer roll replaced the furflex covered rubber front seal and the upper windscreen seal now wrapped around the trailing edge of the windscreen rail. Hoods supplied by Robbins and other current purveyors follow this latter practice.

Do not deduct for either type of front hood seal.

Hood Fasteners: From TS1, all hoods, sidecurtains and soft covers were secured by 'baby' Tenax fasteners.

From TS3514 full sized Tenax fasteners replaced the 'baby' Tenax fasteners.

From TS5256 Lift-the-Dot fasteners replaced the Tenax except for those running along the upper windscreen rail.

Hoodsticks

Most hoodsticks were painted in body color, including the countersunk, flat headed screws securing the sticks to the body. Many TR3Bs were fitted with hoodsticks painted 'cream' with the mounting screws left in the suppliers' bright finish, which might reflect different assembly procedures when body production shifted from Mulliners to Forward Radiator. While some very late TR3As might have had 'cream' hoodsticks, it is less likely.

Make no deductions for hoodsticks painted body color (along with the mounting screws), or 'cream' on later cars with bright mounting screws.

Many early cars had a strip of moquette glued to the upper half of the front hoodstick bow between the webbing mounting plates to reduce chafing.

As it is uncertain when this practice began or ended,
do not deduct for the presence or absence of this strip.

Hoodstick Webbing: Early cars had hoodstick webbing of folded and sewn black wax cloth, or wax cloth dyed to match the hoods *(SPCEd4, pg. 134).* At some point, the more familiar woven webbing replaced the wax cloth. The *Spare Parts Catalogue* mentions neither the change of fabric nor when the early range of colors was deleted. Surviving original webbing is almost universally natural tan or buff though there is support for black webbing.

Do not deduct for black or buff hood stick webbing or webbing dyed to match the external color of the hood.

Hoodstick Hardware: As noted above, the 6 flat screws mounting the hoodsticks to the body were painted body color if the hoodsticks were body color, and bright if the hoodsticks were 'cream'. The plates securing the webbing were painted body color or left in the suppliers' bright finish on early cars; at some point they were universally bright, but not chromed.

Hard Top Trim

Factory fitted hardtops had headliners of tan or fawn broadcloth. At some point, a 'listing stuck' was added, and a kit made available to remedy the headliner drop in earlier hardtops.

Door Panels

Upholstery Construction, Fabric and Color: Door panels were 3/16" fiberboards lightly padded with cotton batting and trimmed in the specified interior Rexine or Vynide stapled to the panel. ***These panels are often 'overstuffed' by restorers.***

Upholstery Pattern: Two major patterns were fitted to production cars. From TS1 (except for a few very early cars), door panels had nearly rectangular map pockets and lacked piping on the upper edge. They were attached to the door by approximately 15 chromed or nickel plated #4 countersunk, slotted oval head screws and ***flush countersunk*** beveled trim washers.

From TS22014, door panels changed to accommodate the new 'internal' pull cables. Map pocket openings were more 'kidney' shaped. Piping was added to the upper edge.

From TS28826, Dzus type sidecurtains replaced the wedge type. Chromed side curtain brackets were changed to a simpler painted, stamped plate, and a male sidecurtain snap was added forward of the rear sidecurtain brackets.

From TS60000, a rounded lower rear edge was rounded to accommodate the new body tooling.

Door Panel Pockets: From TS1, door panel pockets were pressed and folded fiberboard secured by bifurcated rivets and closed at the top. These were sprayed in baize (flocking) to match the trim, with some exceptions such as black trimmed cars 'flocked' in Stone.

From TS22014, slightly smaller open topped map pockets were fitted to accommodate the new internal door pull cables. Finishing remained the same.

Door Panel Piping: *From TS22014*, piping ran along the upper edge of the door panels where they met the door edge roll trim, folded, and stitched Rexine/Vynide over a 1/8" diameter plastic core. Most piping was white, although some early TR3As might have been piped in cream, or if trimmed in neutral colors, piped to match the trim.

Door Pull, Cables, Knobs, and Fittings:

> ***Door Pulls****:* From TS1, door pulls ran outside of the door panels from the door lock mechanism to about 2/3 of the way toward between the side curtain mounting brackets. The cable was covered in leather or Rexine/Vynide, matching the trim with the stitched seam to the bottom or inside. Exposed door pull hardware was chromed, including the 'spear' escutcheon, the rear latch and domed nut, and attaching hardware.
>
> From TS22014, door pulls ran behind through the map pocket and anchored on the sheet metal of the door. Sheathed in black plastic, the pulls resembled bicycle cables. Some cables might have been sheathed in plastic to match the trim.
>
> ***Do not deduct for either black or matching cables.***

Sidecurtain Brackets: *From TS1*, wedge type sidecurtain brackets were chromed brass with chromed knurled adjusting nuts and attachment hardware.

From *TS28826,* Dzus sidecurtains replaced the wedge type, with simple stamped metal plates painted various shades of silver-gray metallic or 'hammered' paint. with chromed or bright attachment hardware. ***Chromed mounting brackets are not correct.***

Door Edge Roll Trim: The door edge roll trim was a steel base unit with a channel running its length and two near perpendicular end plates into which a sponge rubber tube was glued and padded with batting before leather or Rexine/Vynide covering was applied matching the trim.

From TS1, the end braces of the base unit were trimmed with a separate piece of leather or rexine/Vynide with the edges of the main covering folded tightly back and glued down overtop to form a butt-end seam.

From TS22014, the end braces changed to a cup into which the ends of the covering were glued before a spring ended chromed button was inserted.




The left photos show door panel details of early TR2s and TR3s. The right photos show details of post TS60000 TR3As through TR3Bs.

Trim

Wheelarch Covers

Wheelarch covers were covered in Rexine/Vynide matching the trim with 1/8" Rexine piping running the length of the cover where the curve of the wheelarch was sharpest. Thin cotton batting padded the upper areas between the piping and the intersection of the wheelarch and the quarter casing panel.

From TS22014, contrasting piping was specified for some trim colors - usually white, though cream is possible with some early TR3As.

From TS60000, the shape of the lower portion of the wheelarch covers changed to fit the new rear shelf geometry.

Quarter Casings

These unpadded fiberboard 'dogleg' panels were covered in Rexine/ Vynide matching the trim and secured to the body with #4 chromed slotted oval screws and chromed countersunk beveled cup washers. *From TS1*, these panels fit *beneath* the quarter elbow and tonneau trim capping.

From TS22014, contrasting piping was added along the upper edge of the quarter casing, as it now fitted *on top* of the quarter elbow and tonneau trim capping.

From TS6000, these panels changed again to fit the new flooring

Rear Bulkhead Panel (Front Petrol Tank Casing)

From TS1, rear bulkhead panels were light fiberboard trimmed in unpadded rexine or vinyl matching the trim without pleats, pressings, or piping. These panels are deeper than later panels on account of the larger petrol tank.

From TS8637 (TR3), two types of rear bulkhead panels were fitted.

Early: Some early TR3s had untrimmed 'pebble grain' millboards pressed with vertical 'pleats'. These panels were black or sprayed to match the trim.

Late: At some point a plain matching the trim rexine or vinyl covered panel was fitted to some TR3s nearly identical to the TR2 panel described above, though less deep as the petrol tank was smaller.

On TR3s equipped with an occasional rear seat, a wooden squab board replaced the rear bulkhead panel upholstered in rexine/vinyl or leather and rexine/vinyl matching the front seat and rear cushion. The pleat pattern resembled the pressed pleats on earlier untrimmed panels.

From TS22014, three successive types of rear bulkhead panels were fitted.

Early: Early TR3As were fitted with rear bulkhead panels comprising a steel upper panel riveted to a plywood lower panel covered in Rexine/Vynide matching the trim. These panels were heavily padded,

as the new occasional set fitted to TR3As lacked a rear squab board and was trimmed in a new pattern of *sewn* horizontal pleats with contrasting piping (white or cream except on seme earlier cars with neutral colored trim).

Later: In 1958, a one-piece rigid rear bulkhead panel replaced the complex two-piece unit trimmed and piped in Rexine/Vynide per the earlier type, though the pleats were ***pressed*** rather than sewn.

Late: *From TS60000,* the lower portions changed to fit the new flat rear shelf but were otherwise identical to the type described immediately above.

Tonneau Trim Capping

Quarter Elbow Capping: Quarter elbow cappings were trimmed in leather or Rexine/Vynide matching the trim and secured by chromed #4 countersunk slotted oval screws and chromed flush countersunk beveled washers.

From TS1, elbow panels were thin aluminum bases covered in unpadded leather or Rexine/Vynide matching the trim, and featured a raised 'step' accommodating the ***underlying*** upper edge of the quarter casing panel.

From TS22014, elbow capping bases were of steel, covered in unpadded leather or Rexine/Vynide matching the trim. These lack the raised 'step' as the quarter casing panel now fitted ***overtop*** the elbow capping.

Tonneau Rim Cappings Sides: These panels were unpadded aluminum bases covered in rexine/Vynide matching the trim. These were secured by the hoodstick pivot and body bracket plates and chromed #4 countersunk slotted oval screws and chromed flush countersunk beveled trim washers.

From TS1, the side tonneau rim cappings fitted over the quarter casing panels, though they did not require an accommodating 'step'. Very slight indiscernible changes were made from TS8637.

From TS22014, the side tonneau rim cappings fit beneath the quarter casing panels.

From TS41744, a Lift-the-Dot peg was added to improve hoodstick cover fitting.

Tonneau Trim Capping Center: The center tonneau rim capping was an unpadded aluminum base covered in rexine/vinyl matching the trim secured by chromed #4 countersunk slotted oval screws and chromed flush countersunk beveled trim washers. The ends of the center panel fit ***beneath*** the ends of the side tonneau rim cappings.

Scuttle Edge Roll Trim

The scuttle edge roll trim was an unpadded aluminum base covered in leather or Rexine/Vinyl matching the trim secured by chromed #4 countersunk slotted oval screws and flush beveled washers. The covering edge ran far enough back to conceal the underlying aluminum when the door was open. There was no sewn seam.

From TS6157, a scuttle vent was introduced with the control cable running through the scuttle edge roll trim. For details, *see Dash and Instruments.*

From TS22014, the scuttle roll changed without details.

Weatherstripping (Draught Excluder)

From TS1, draught excluders were made of ¼" piping roll covered in Rexine/Vynide to match the trim. The visible ends were covered with a separate small piece of leather or rexine, with the edges of the major piece folded back to form butt-end seams resembling those on the door-edge roll trim ends.

From TS22014, furflex or 'fuzzy' fabric matching the trim color replaced the Rexine/Vynide covering, and the method of trimming the edges was simplified to merely folding the ends of the main covering before gluing.

Bulkhead Trim Panels

From TS1, the rear edge of the scuttle side carpets and draught excluder were secured and reinforced by a gently beveled 'hockey stick' shaped wooden panel covered in Rexine/Vynide matching the trim. This panel was held by chromed #4 countersunk slotted oval trim screws and flush chromed beveled trim washers.

From TS22014, this panel was eliminated and the rear edge of the carpet roll edged.

Sill Finishers

Mildly polished or dipped aluminum finishers covered the seam between the inner and outer sills below the door, secured by four round headed 'finished' (as opposed to 'pop') rivets (Part Number 552552), *(SPCEd4, pg. 124),* though undisturbed cars have been observed with these finishers secured by #4 round headed slotted screws.

Make no deductions for screw or rivet attachment.

Battery Drain Tube

From TS3288, a two- inch metal battery drain tube projected down from the battery box floor through the cockpit fitted with a black rubber hose extension passing through the gearbox cover.

Jacking Hole Cover

Early TR2s had cadmium plated or black painted metal jacking hole covers with spring 'handles' that were lifted to release. These were replaced by unpainted black rubber plugs.

Seats

Seat Frames

Seat frames were of two types with several variations, the most obvious change as TS22014 (TR3A)

From TS1, seat frames were stamped and welded metal with rigid backs. Early TR2 seat backs had slightly broader 'fans' which are not readily discernible. Seat pans had an outward curve or bevel at the front pan edge, or rim. Seat frames were sprayed with black sealer and/or red oxide primer. Seat springs remained in the suppliers' finish.

From TS8637, the front seat pan rims changed to vertical to further steady the seat spring and reduce sliding. Passenger seat backs now pivoted forward for access to the optional occasional seat with the chromed dome finishing nut and chromed beveled washer on the pivot studs easily recognized from the side.

Folding passenger seats are required with cars from TS8637 fitted with occasional seats. Cars lacking occasional seats may be fitted with folding passenger seats.

From TS22014, the seat back 'narrowed' to accommodate the heavier padding beneath the new upholstery pattern.

From TSF1 (?), some TR3Bs had TR4 seats with recessed areas in the seat pans between the sliding rail mounting holes.

Seat Upholstery

From TS1, seats were covered in Rexine/Vynide with optional leather facings. Most early cars were trimmed in leather, and at some point, leather trim became standard. The myriad range of colors available during TR2-3B production is beyond this document.

From TS8637, contrasting piping was introduced for some trim colors, typically white or Cream, though some neutral colors such as Grey or Stone retained non-contrasting piping through this period.

From TS22014, piping increased with the adoption of the new upholstery pattern, creating more contrast with certain colors. By September 1958, cream piping was phased out. By TS50000, and probably a good bit earlier, non-contrasting piping was phased out as well.

Seat Pattern

There were two major seat patterns illustrated below:

TS1 through TS8638

From TS8639

Seat Assembly and Construction

Seat Back and Seat Pans: Seat back upholstery was attached to the seat frames using wooden tacking strips riveted to the bottom rear of the seat pan and the inner bottom of the seat back using #3 tacks. Rexine/Vynide fabric covered the outer edges of the seat pan.

From TS1, seat back padding was sparse, giving the seats a 'contoured' appearance.

From TS8637, the seat back shape changed, and padding was increased to accommodate the new upholstery pattern. Cars fitted with folding passenger seats had blued bushings on the threaded pivot studs between the seat back and frame and chrome 'domed' nuts (Part Number 900913) over packing washers and chromed beveled washers (Part Number 554358) over the outer end of the pivot studs *(SPCEd4, pg. 128).*

Seat Cushions: The separate seat cushions were hand upholstered in the traditional manner using 'Laceweb' springs, horsehair, cotton, burlap, and blued clips *(Piggott, pg. 39).*

As removal of the seat cushions is not allowed for judging, variations in trimming practice are expected and allowed, such as the use of hog rings instead of clips.

Seat Slides

Both seats were mounted to a pair of cadmium plated seat slide assemblies with hex nuts, spring washers, and flat washers. The seat slides were attached to the floor with cadmium plated or oil quenched slotted truss screws (Part Number 552433) *(SPCEd4, pg. 133).*

The lock releases were mounted on the outboard side with the lever marked 'A.W. Chapman/Leveroll/London SW6.'

Occasional Rear Seat

Occasional rear seats were trimmed in rexine/Vynide to match the trim, with leather on the cushion and squab boards if the car was so trimmed.

Pattern: From TS8637, occasional seats comprised an upholstered wooden cushion and squab board secured by a support iron, or a pair of 'S' type support irons painted black or, more commonly, to match the trim.

From TS22014, the upholstery pattern changed to reflect the new front seats and the separate squab board was deleted in favor of the new padded rear bulkhead panel. Mounting irons were now 'C' shaped as they no longer supported a squab board.

From TS60000, the body retooling eliminated the need for supporting irons with the cushion now secured to the rear self with spring devices.

Mounting Hardware: *From TS8637*, occasional seat cushion and squab boards were secured to the body using support irons painted black or more commonly, to match the trim. The only visible attachment hardware is the hex head setscrews bolts on the lower flanges of the support irons. These are cadmium or oil quench black.

Note that washers might not be present beneath the setscrews, and that some cars may have had slotted setscrews rather than hex headed setscrews on the support iron bracket flanges.

Left photo shows bulkhead panel and occasional seat of early TR2s and TR3s. The right photo shows details of post TS60000 TR3As through TR3Bs.

Carpet

Carpet Fabric and Color

From TS1, the carpet was a tight cut wool pile backed with black rubberized canvas dyed to match the trim.

From TS35350, the carpet fabric shifted to a nylon loop.

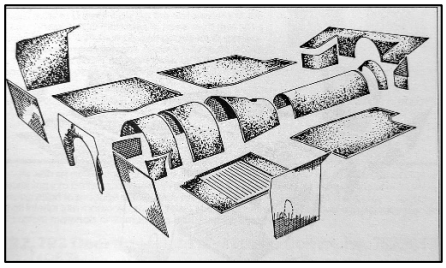
Very late in TR3A production or during TR3B construction, charcoal gray carpet replaced carpet dyed to match the trim on some cars, particularly those trimmed in red, blue, or black.

Carpet Pattern

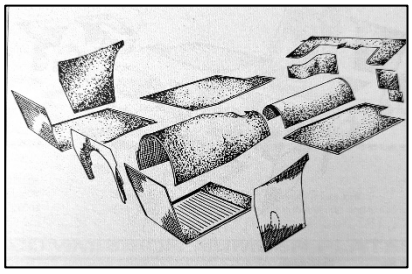
Carpets were hand cut, bound and fitted, so minor variations might exist between cars of a pattern and commission number range.

From TS1, the interior carpet comprised twenty separate pieces, with the transmission cover carpet alone accounting for five. The black rubber access plugs in the transmission cover carpet were left exposed, and the gearshift boot lay ***atop*** the carpet.

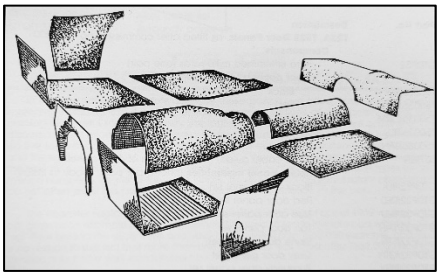
Some minor pattern variations are possible, but *The Roadster Factory* diagrams below represent those most often encountered.



TS1 to TS22013 Wool, short, tight pile



TS22014 to TS35350 Wool, short tight pile
TS35351 to TS59999 Carpet with loop pile



TS60000 to TCF2804 Carpet with loop pile

From TS5089, black rubber mats replaced the four carpet pieces in the footwall floor and bulkhead.

From TS22014, the carpet pattern was simplified by reducing the gearbox pieces to a single piece secured by ring snaps allowing the carpet to be lifted away. The rubber access plugs in the gearbox tunnel now lay ***beneath*** the carpet, as did the gearshift boot. The small unbound carpet piece at the rear prop shaft 'swell' was eliminated as well.

From TS35350, wool carpet was replaced with loop rayon.

From TS60000, the carpet covering the new 'flat shelf' was now a single piece with 'flaps' to cover the vertical front sections on either side.

Carpet Binding

Carpet binding was Rexine/Vynide matching the trim, tightly folded on the top edge, and sewn with matching colored thread, including the rubber heel pads on cars to TS5089 and pads adjacent to the dipper (dimmer) switch. Visible wearing edges were bound, with those covered by an overlapping piece left 'raw.' A notable exception was the small piece at the rear of the prop shaft tunnel on cars prior to TS22014, which was often glued into place without binding, the edges butting against the raw edges of the main prop shaft tunnel carpet and the rear shelf carpet.

Make no deductions for minor carpet binding variations or black thread on rubber pads.

Carpet Attachment Hardware

Carpet was glued, screwed, snapped, or left loose in various combinations, even within commission number ranges.

Do not deduct for sensible carpet attachments using original type hardware.
Below is a representative arrangement:

Glued: Front footwell (bulkhead) carpets prior to TS5089, center 'arch' shaped bulkhead carpet, front and upper edges of scuttle side carpet, rear heel board side carpets, small bridge piece carpet at rear of propshaft tunnel prior to TS22014, some rear shelf carpets on cars from TS60000.

Screwed: Scuttle side carpets at door edges (#4 trim screws and countersunk beveled washers) beneath the hockey puck trim panels), rear shelf carpet, propshaft tunnel carpets (also screwed or left loose).

Snapped or Clipped: Transmission tunnel carpets from TS22014 (rings), front floor carpets (black snaps), rubber front floor mats from TS5089 (blued clips at front/top, integral snaps at rear).

Loose: Rear floor carpets, possibly propshaft tunnel carpets, some rear shelf carpets from TS60000.

Rubber Front Floor Mats

From TS5089, a pair of black rubber mats replaced the four carpets covering the front floor and bulkheads. Each was secured by a single or pair of blued 'jawed' clips screwed to the bulkhead and a pair of integral snaps at the rear These mats are markedly different from the aftermarket mats supplied by AMCO and other accessory purveyors.

Aftermarket floor mats are not substitutes for factory mats and
should be removed by the owner prior to judging.

Steering Wheel and Control Head

Non-Adjustable Steering Wheel

The non-adjustable steering wheel was 16 ½" diameter featuring three groups of chromed 'banjo' spokes supporting the rim that were all below the horizontal with the wheel centered. The alloy wheel hub was painted gloss black. The rim was shiny black Bakelite.

Adjustable Steering Wheel

The 16 ½" optional adjustable steering wheel moved forward or away from the driver on a splined column secured by a black Bakelite covered steel locking nut. A chromed 'spiral' spring shroud and cup washer concealed the column splines. The three sets of four spokes on adjustable wheels had a gap between the center two spokes in each group, and with the wheel centered, the groups appeared as a 'Y.'

Adjustable steering wheel rims also had more grip bumps spaced closer together. The rim was glossy black plastic, and prone to decay. The alloy hub was painted gloss black.

A quick and common remedy for deteriorated steering wheel rims is to apply an aftermarket steering wheel cover. These are not correct.

Control Head Assembly

Although the control heads fitted to adjustable and non-adjustable steering wheels are not interchangeable, the function and appearance of the two are identical. The control head body was lustrous (as opposed to glossy) black Bakelite, including the horn push. The horn push retaining ring and direction indicator lever were chromed. The 'grub' screws attaching the control head assembly to the column were bright.

Original black Bakelite control heads lose luster over time and can fade or mottle to brown. Do not deduct for mildly faded or mottled control heads in otherwise good condition.

Dash and Instruments

Dash (Fascia) Coverings

Rexine/Vynide covered the dashes, matching the trim. Earlier cars had a sewn attachment to cover the arch above the steering wheel cutout, which was deleted when the reinforcing structure changed from 'flush' to 'inset.' Small blued 'half-moon' clips secured the covering on either side of the steering column arch, the inward curves at either lower side of the center instrument panel, and the outer edges. Hand applied as needed, there is no set pattern or number of these specified and thus they are not required for judging.

Some late TR3As and TR3Bs had 'heat pressed' rather than glued coverings, which would not be readily visible without close inspection of the dash edges. The 'half-moon' clips would not be required.

Center Instrument Panel

From TS1, center instrument panels were covered in rexine/Vynide matching the trim.

From TS22014, the center instrument panel was sprayed with black 'crackle' paint.

Some very late panels might have been covered in black 'heat pressed' vinyl or 'heat pressed' vinyl matching the trim.

Gauges

Except for the Lucas ammeter, all gauges were supplied by Smiths Industries Ltd. and featured black faces, white indicators and needles, chromed bezels, and domed glass. All were secured to the dash and center panel by 'C' clamps and brass (later aluminum) knurled thump nuts.

The gauge variations below are the most common, and as myriad subtle variations exist (especially with the speedometer).

Do not deduct for gauges of the correct manufacturer and contemporary pattern.

Speedometer: *From TS1,* the specified speedometer was Smiths' SN 6307/04, which featured a 'deep' case, rigid trip reset stalk painted black or covered in black rexine with a brass knurled knob, and a dull red high beam indicator light set into the gauge face. These persist well into TR3A production despite the specification change below.

From TS8637, speedometers depended upon rear axle ratios. Cars with a 3.7:1 axle were fitted with Smiths SN 6319/00, those with 4.1:1 Smiths SN 6319/02. Both featured a shallower casing, flexible vinyl covered trip reset stalk, and red 'jeweled' red high beam indicator lights in a more exposed setting.

From TS10546, Smiths SN 6319/06 (3.7:1 ratio) and Smiths SN 6319/04 (4.1:1 axle ratios) were specified. Visually, these are identical to those immediately above and were not always fitted after introduction in May, 1956.

Tachometer: *From TS1,* the specified speedometer was Smiths RN 1402/9. These had deep casings like contemporary Smiths speedometers and were fitted well into TR3A production despite supersession by another unit. Early tachometers might lack a redline indicator stripe.

From TS8637, the specified tachometer was Smiths RN 1411/00. These had the shallower casing.

Fuel Gauge: The specified fuel gauge for all cars was Smiths FG 2530/20 or an identical unit. Later cars had a thicker white needle *(Piggott, pg. 45).*

Ammeter: The specified ammeter was Lucas number 36174A, which is stamped into the beveled gauge case along with the date of manufacture. Except for a few early TR2s, this gauge had slightly less convex glass than the other three small gauges *(Piggott, pg. 45).*

Oil Pressure Gauge: The specified oil pressure gauge was Smiths PL 2561/00 though variations exist in the numbers silkscreened onto the gauge face.

Temperature Gauge: The specified temperature gauge was Smiths TL 2561/00 and TL 2561/03 though various numbers are possible on Smiths temperature gauges of identical design.

Switches and Other Controls

***Center Instrument Panel Switches and Controls*:** The instrument panel light switch, windscreen wiper switch, side/head lamp switch, starter switch, ignition switch, and choke control were in the center panel.

Ignition Switch: The ignition switch had the key number stamped into the barrel face and a slotted circular bezel of a different profile than the three switches position above it on the panel. Replacement switches typically have hexagonal bezels, which are acceptable.

Choke Control: The choke control had a black Bakelite knob of uniform design marked 'CHOKE' in white paint set into deep engraving. Later choke controls were marked 'CHOKE' opposite 'PULL.' All had flat circular chrome bezels.

Panel Switches: Three switches are in the center of the instrument panel to control the ***windscreen wipers, panel lights,*** and ***side/headlamps*.** All had uniform black Bakelite knobs with white painted lettering into deep engraving and were secured by 'peaked' slotted chrome bezels.

From TS43000 (approximately), the panel light switch changed on U.S. market cars to a rheostat type identified by a white arrow opposite the 'PANEL' on the knob. On Home Market cars, this occurred around *TS60000*.

Some controversy persists regarding the location of the panel and wiper switches, as the photograph and diagram between some editions of the *Instruction Book* are contradictory. Some sources place the panel light switch at the top of the panel until the introduction of the larger rheostat panel light switch required its relocation. Others maintain the reverse, and yet others maintain the panel light switch was at the top throughout production.

Factory photographs and long-term observation of undisturbed 'survivor' cars support the panel light switch at the top of the panel on cars without a rheostat switch. For judging purposes. ***The panel light switch may be at the top or the center of the panel unless a rheostat switch is fitted, in which case it should be in the center.***

Optional Two-Speed Wiper Switch: The switch controlling the optional two-speed wiper had a larger screw held black knob with 'cogged' edges resembling the heater switch knob. Markings were in white.

Warning Lights

Flasher and ignition warning lights straddled the center switches below the upper switch, secured by slotted and 'peaked' chrome bezels like those securing the three center switches. The ignition warning light was on the left and had a red plastic lens; the flasher light was on the right and had an amber lens.

From TS70182, the amber flasher warning indicator lens changed to green.

Heater Switch

LHD cars equipped with a heater had a rheostat switch to the left of the speedometer (tachometer from TS29098) secured by a chromed slotted bezel. The black Bakelite knob was marked in white and secured by a small bright 'grub' screw.

Later, a longer press fit knob replaced the earlier screw held knob. Replacement switches typically have this later knob.

Do not deduct for screwed or press fitted knobs.

Overdrive Switch

LHD cars equipped with an overdrive transmission had a control switch to the left of the steering wheel outboard of the heater switch (if a heater is also equipped). From TS1, this was a ubiquitous push/pull Lucas #31419 with a black knob marked in white.

From TS6266, a black painted alloy 'barrel' bodied toggle switch replaced the earlier push/pull switch with white markings on the right side of the 'barrel.' The screws securing the two halves of the switch body were bright.

Both switches were secured to the dash by a chromed slotted bezel.

Windscreen Washer Control

Optional windscreen washers were available in some form from the onset of TR2 production, as factory accessories brought in from outside suppliers, or from the suppliers directly. Switch types and locations varied by source and location.

During TR3A production, the 'factory' supplied washer controls and installation seems to have nearly standardized to a distinctive Trafalgar vacuum type control with a large, three-pronged pump barrel. Many TR3Bs were so equipped. This pump was typically on the passenger's side of the dash between the cubby box and the center instrument panel. The body of the pump was natural aluminum secured to the dash by a proprietary chrome bezel. The large knob was black, lettered is white.

Do not deduct for period correct accessory washer controls or locations.

Vent Control

From TS6157, a scuttle vent was introduced with the cable running through the scuttle edge roll trim and a bright oval shaped escutcheon. On some early cars, the escutcheon might have been chrome or nickel-plated brass, but most were lightly polished or dipped aluminum. Markings were black paint in stamped recesses.

Headlamp Dipper Switch

On LHD cars, the brightly finished headlamp dipping switch was mounted to the side bulkhead panel by a black painted bracket held by bright or oil quenched black hex setscrews and washers. The round headed slotted screws securing the switch to the bracket were bright.

Cubby Box Assembly

Cubby boxes are regarded as an owner's personal space. Only external components are to be judged.

Cubby boxes were of fiberboard, pressed and riveted into shape and flocked on the inside surfaces to match the trim with some exceptions, such as black trimmed cars 'flocked' in Stone. The exposed outer surfaces were unfinished natural fiberboard. A black painted 'L' shaped bracket secured the rear of the box to the adjacent dash support bracket.

Cubby box doors were trimmed in rexine/vynide, matching the trim, backed by a 'bright dipped' or mildly polished aluminum plate secured by chromed or nickel plated slotted flat head screws. Lock bezels, striker plates and check rods were chrome. Buffer brackets were chromed with black rubber buffers.

From TS1, cubby box hinges were painted to match the trim. At some unspecified point, these changed to chrome.

Pedals

Pedal box assemblies were painted black, with hardware in the suppliers' finish (oil quench black or bright). Return springs were bright.

Gas Pedal: From TS1, gas pedals were painted black. Wear to the unpadded pedal surfaces is expected, and some undisturbed parts show evidence that some examples were left unfinished.

Do not deduct for bright or worn black painted pedal surfaces.

At some point, the gas pedal finish changed to bright, likely clear cadmium.

Do not deduct for bright or black painted pedal assemblies.

Brake and Clutch Pedals: Brake and clutch pedals were painted black, with black rubber pads on the contact surfaces. From TS1, these pads had vertical ribs. From TS8637 (approximately) these pads changed to those with the familiar raised 'T' pattern.

Gearshift

From TS1, the gearshift lever was a two-piece chromed assembly recognizable by its stepped appearance with a push fit hard rubber knob with raised markings.

At some point, a single piece chromed lever replaced the earlier one with a screwed down knob identified by its lack of a step and the chromed fixing nut beneath the knob.

A rubber boot sealed the gearshift opening in the gearbox tunnel. From TS1, this boot lay atop the gearbox tunnel carpet.

From TS22014, the gearshift boot lay beneath the carpet.

Handbrake

The handbrake lever and button were chromed. The plastic grip was shiny and screwed into place. Mounting screws were bright, and the rubber boot was natural black.

Grab Bar

From TS1, grab bars were of a constant diameter covered in a black plastic coating secured to the underside of the scuttle by bright or chromed slotted flat headed screws.

During TR2 production, the grab bars changed to chrome with 'swelled' centers.

Rear-View Mirror

The rear-view mirror was finished in black crackle paint attached to the scuttle by two chromed countersunk slotted oval wood screws *(SPCEd.3, pg. 86, HWC, pg. 43).*

Early in TR2 production, a windscreen buffer bracket was introduced to reduce windscreen flexing. This bracket was painted 'black crackle' with a black rubber pad.

From October 1959, a plastic surround was fitted to the mirror edges to reduce the risk of injury. This change is reflected in all cars after TS60000.

Ashtray

From TS1, optional 'factory' ashtrays were of at least two 'pivoting types' typically mounted on the underside of the dash on the left of the steering wheel on LHD cars. One type was all chrome, the more common type was black plastic with a black painted metal mounting clamp and a chrome insert.

From TS42400, ashtrays were standard equipment, a sliding type suspended beneath the passenger's dash support bracket by a gloss black painted bracket. The ashtray body and tension spring were cadmium plated. The rectangular face plate was black Bakelite. Attachment hardware was bright.

Dash Support Structure

Dash and steering column brackets were painted gloss black, as was the heater mounting bracket. Hardware is in the suppliers' finish, bright or oil quench black, with blued or industrial finish spire nuts and clips.

From TS1390, a 'tie rod' style bracing strut was added running from the steering column to the driver's side fascia to battery box support stay. These can be retrofitted to earlier cars *(Service Bulletin Sports/2/G: June 1954).*

Optional Heater

Heater Motor Assembly

Optional heater motors were Smiths C.H.S. 920/4, identified by a visible aluminum and black silkscreened tag on the lower plate.

The heater units, water hoses, and demister hoses were finished in the following manner:

> *Heater unit: g*loss black painted heater motor casing, top plate, fan blades, 'Y' fitting, mounting bracket, air ducts
>
> *Heater core:* semi-gloss black paint
>
> *Bottom plate:* black crackle paint with white plastic knobs

Sundry components and hardware: bright or natural end plate, fan shaft, aluminum elbow piece, threaded mounting spacers, and mounting hardware. The spring clips holding the bottom plate to the main assembly were bright or black crackle painted.

Heater Water Hoses: black ribbed rubber with attaching clamps bright

Demister Hoses: Black rubberized cloth supported by internal wire rings. Attached to heater and demister vents by bright Supergrip claps.

Associated Underhood Components

There are several components related to the operation of the heater located under the bonnet (hood) described in the *Underhood* section of these *Judging Standards. Underhood* Judges include those items in their evaluation.

Some Notes on Interior Accessories

Myriad factory and contemporary third-party optional equipment were available to the TR enthusiast when the cars were new. ***Do not deduct for accessories contemporary with or consistent with the era of the car's manufacture. Examples include but are not limited to***:

Anti-dazzle rear-view mirror

Ashtrays

Map lights

Cigar lighters

Radios

Seat belts

Sun visors

Center consoles

Do not deduct for neatly fitted modern seatbelts.

Underhood Contents

Underhood Judging

Scope

The Underhood Section evaluates the originality and maintenance quality of components within the engine compartment. This category of scoring accounts for thirty percent of the total score.

General Evaluation and Scoring Guideline

Inspections should reflect that the cars have been driven and some components may not be in showroom condition. Preventative coatings may be applied when specifically cited, though better than showroom quality should earn neither more nor less than a component in 'like-new' condition. Extreme over-restoration may warrant *Originality* deductions.

Examples:
An untreated exhaust manifold will oxidize. High-temperature paint or coatings approximating the appearance of cast iron are specifically cited as acceptable.

Lightly polished carburetor bodies or piston damper covers will earn no more or fewer points than carburetors left in natural alloy.

Chromed manifolds or carburetor components not shipped chromed will warrant deduction.

General Scoring Principles

Originality and *Restoration Quality* points are scored in increments of full points. However, if the category under review contributes 1 point to the total score, the judge may score that category no less than ½ point when the judge determines the flaw is not severe enough to warrant the total deduction.

No Point Deductions: Components are properly fitted and in excellent condition without obvious wear, excessive leakage, surface oxidation, or foreign matter

Partial Point Deductions: Components display varied levels of repair with some signs of leakage, neglect, or lack of attention to detail or upkeep

***Maximum Point Deductions*:** Components are missing entirely or have neglected repairs, many minor flaws, consistently poor workmanship, or excessive wear or leakage

Multiple Component Scoring: Restoration *Quality* points are evenly distributed between components within a scoring category. The Underhood judging does not contain any category where this is necessary.

Restoration Quality Inspection

Installation: Components do not fit neatly, as designed, or are visibly loose

Appearance: Components are neglected, finished poorly, leaking, or covered in leakage from another component, heavily oxidized, excessively worn, grimy, or display evidence of unrepaired or poorly repaired components

Fitting and Sundry Parts Condition: Small fittings such as clips, brackets, brake and fluid lines, and attachment hardware are excessively grimy, pitted or oxidized

Originality Deductions

The scoresheet outlines the maximum points per category that may be deducted for *Originality* deviations. the guide outlines deductions per category as:

Incorrect Component: The (or a) primary component is not original to the model.

Major Assembly Deviation: A portion of the assembly is not original. A wrong variation of the component is installed or an improper substitute is installed.

Minor Deviations: A minor portion of the assembly is incorrect or missing.

Caution: You may not remove or disassemble components to inspect.
Avoid touching the car or components.

TR2-TR3B	Class:	Reg. #
UNDERHOOD	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Identification Plates - 10 Points	Max Ded. Allowed	Originality Deductions
	2	**Commission**	Component Style	2	
	3		Engine Number Less Than Commission Number	3	
	1		Plate Fasteners or Location	1	
	1	**Chassis**	Component Type	1	
	1		Chassis Plate Painted	1	
	1	**EB Plate**	Component Type	1	
	1		Engine Bay Paint	1	
			Inner Panels - 9 Points		
	2	**Bulkhead**	Component Type	2	
	1		Panel Body Paint	1	
	1		Mounting Hardware Finish	1	
	1	**Inner Fenders**	Component Type	1	
	1		Bonnet Support	1	
	1		Mounting Hardware Finish	1	
	1	**Bonnet Underside**	Hood Latch	1	
	1	**Washer Bottle**	Component Type, Period	1	
			Battery - 6 Points		
	2	**Battery**	Standard 12 volt	2	
	1	**Cables**	Battery Cables, Lead Caps	1	
	1		Solenoid Connection Boot	1	
	1		Starter Cable	1	
	1	**Securing Assembly**	Securing Assembly, Securing Nuts	1	
			Electrics - 15 Points		
	1	**Electrics**	Wiper Motor	1	
	2		Starter	2	
	1		Solenoid	1	
	2		Voltage Regulator	2	
	1		Fuse Box, Spares	1	
	1		Flasher Unit	1	
	2		Generator	2	
	1		Horns A and B Tones	1	
	2		Finish of Components	2	
	1		Wiring Harness Type, Striping	1	
	1		Wire Routing/Dressing	1	

TR2-TR3B	Class:	Reg. #:
UNDERHOOD	Year/Model	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Hydraulics - 11 Points	Max Ded. Allowed	Originality Deductions
	2	**Clutch/Brake Master Cylinder Assembly**	Component Assembly	2	
	1		Mounting Hardware	1	
	1		Pedal Stops	1	
	1	**Fluid Reservoir**	Reservoir	1	
	1		Reservoir Decal	1	
	1	**Hydraulic Lines**	Hydraulic Lines	1	
	1		Mounting Hardware	1	
	1	**Clutch Slave Cylinder**	Slave Support Rod	1	
	1		Slave Spring	1	
	1		Slave Mounting	1	
			Engine - 26 Points		
	2	**Combustion Head**	Component Type	2	
	1		Mounting Hardware	1	
	1	**Manifolds**	Exhaust	1	
	1		Intake	1	
	1		Attachment Hardware	1	
	1	**Rocker Cover**	Component Type	1	
	1		Attachment Hardware	1	
	1		Oil Cap, Decal	1	
	2	**Cylinder Block**	Component Type	2	
	1		Finish	1	
	2		Oil Filter Assembly	2	
	1		Dip Stick	1	
	1		Timing Chain Cover	1	
	1		Ground Strap	1	
	1		Breather	1	
	1		Oil Sump/Drain Plug	1	
	1		Engine Removal Hardware	1	
	2	**Engine Electrics**	Distributor	2	
	1		Cap	1	
	1		Vacuum Unit, Vacuum Line Routing	1	
	1		Sparking Plugs and Wires	1	
	1		Ignition Coil, Decals, Leads	1	

TR2-TR3B	Class:	Reg. #:
UNDERHOOD	Year/Model:	
Score Sheet	Commission #;	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Fuel System - 9 Points	Max Ded. Allowed	Originality Deductions
	2	**Carburetors**	Component Type	2	
	1		Float Bowels	1	
	1		Linkage, Mounting Hardware, Finishes	1	
	1	**Air Filters**	Component Type, Decal	1	
	1		Vent Tubes, Hoses	1	
	2	**Fuel Pump**	Component Type,	2	
	1		Fuel Lines/Hoses and Routing	1	
			Controls - 5 Points		
	2	**Steering**	Components, Brackets, Finish, Rubber	2	
	2	**Temperature Sending Unit**	Component, Routing, Clips, Rubbers	2	
	1	**Cables**	Tachometer/Speedometer Cable, Routing, Grommets	1	
			Cooling System - 9 Points		
	2	**Radiator**	Type and Finish	2	
	1		Mounting Hardware, Cap, Houses, Clamps	1	
	1	**Fan**	Type and Finish	1	
	1		Belt	1	
	1	**Thermostat Housing**	Type and Finish	1	
	1		Mounting Hardware	1	
	1	**Water Pump**	Type and Finish Water Pump Pulley, Grease Fitting	1	
	1	**Opt. Heater**	Water Valve, Connecting Pipes, Hoses	1	

Comments:

Total Originality Deductions	
Total Quality Deductions	
Total Deductions	

Underhood Originality Guide

The *Underhood Originality Guide* is especially challenging for judges based on the sheer number of suppliers providing parts to Standard-Triumph related to the engine, electrical, hydraulics, fuel, and cooling systems. Suppliers cited in the *Underhood Originality Guide* are those known to have been universal or nearly universal, and judges must be familiar with these suppliers, and to some extent, the variants of the components supplied.

Lucas, for example, typically stamped or marked most components with the model type, part number, and the month and year of manufacture. Deductions should be made for an incorrect type or configuration, but precise part numbers or contemporary component dates are not required.

Documented engineering and specification changes are subject to significant margins of error because of the mass production processes used by Standard-Triumph. Reference materials are not absolute gospel. Unless components ***are specifically excluded, a margin of error of 100 commission numbers or engine numbers should be applied throughout.***

Though an inclusive chronology of *Underhood* engineering changes is included below, the sheer number of components within the *Underhood* section warrants additional chronologies within some sections.

As factory and other references cite both engine and commission numbers, those with a 'TS' prefix designate a commission number, while those with both a 'TS' prefix and an 'E' suffix designate an engine number.

Chronological Summary of Underhood Engineering Changes

As the number of *Underhood* engineering changes is extensive and divided amongst many categories, the chronology below is structured by model type only. Section specific chronologies are provided in specific categories as required.

'EB' prefixes designate body numbers. 'E' suffixes designate engine numbers.

TR2

TS1 (engine number TS3E): large commission plate, cable operated hood release, braided negative battery and starter leads, Lucas type CRT windscreen wiper motor on passenger (right) side, open fuse box, Lucas type RL2 flasher mounted horizontally above voltage regulator, 'long' starter, C39 'banded' generator, Lucas B12 'black' coil, cloth braided wiring harness, black lacquer braided black speedometer and tachometer cables, Lockheed braking system, low port head with H4 AUC721 carbs, rigid banjo type fuel line, black painted valve cover with push fit breather cap at front, early type

radiator and thermostat housing with filler cap on thermostat housing, bypass pipe with short straight hoses, petrol tap fitted, pedal box blanking plate on passenger's side, steering blanking plate

TS6?: Filler cap on thermostat housing replaced by a blanking plate, filler moves to radiator extension

January 1954: Flasher unit mounting shifts from horizontally above voltage regulator to vertically right of control box

TS414: Cooling bypass pipe shape changed; hoses now curved rather than straight

TS550: Bonnet buffer assembly added to front drip channels

TS954: Two-speed windscreen wiper motor available as option

TS1201E: Radiator with 'centered' water outlet and 'double' thermostat housing changed to radiator with offset outlet and 'single' thermostat housing.

TS3288: Battery drain tube and rubber pads added

TS4228: Dzus hood releases replace cable system

TS5777: Steady bracket added to lower steering tube

TR3

TS8637: Chromes rocker covers fitted on some cars lower steering column steady brace changed?

Mid TR3: Boot style steering blanking seal with CS type hose clamp replaces flat seal and steel

plate *Mid-late TR3:* Commission number plate changes from '20TR2' to '20TR3'

Late TR3: Large commission plates cut in half

TS8997E: SU H6 AUC786 1.75" carburetors replace 1 ½:" H4s, manifold and air cleaners change to accommodate, flexible fuel line replaces rigid

TS9350E: Intake manifold changed, Le Mans low port head introduced

TS9721E: Flexible float mount introduced

TS9843: Access band deleted from generator

TS9894: Lucas Type FL3 flasher unit replaces long and thin Type FL2

TS9952E: Oil filter flange thickened to 5/8"

TS10545: Gray plastic speedometer and tachometer cable sheathing replaces black fabric sheathing

TS11812: 'Bright' Lucas HA12 coil replaces 'black' B12 (#45012)

TS12567: Lucas DR2 windscreen wiper motor replaces CRT and is now mounted on the left side

TS12606E-TS13052E: High port head introduced

TS12650E: Full flow oil filter introduced

TS12819E: Front carb vacuum line connection changed

TS13046: Girling hydraulics replace Lockheed

TS15497: Push fit rubber fuel line from tap to pump replaces braided line

TS18092E: Square headed steel 'plumbing' type sump drain plug replaces brass hex head

TS18230E: Chrome rocker cover now standard for all markets

TS18913: Battery cable changed, possibly to black plastic sheathing

TS20310: Brake restrictor valve added

TR3A

TS26000-TS40000: split steering column introduced

TS32833-TS50000 (?): Passenger side pedal box blanking plate deleted

TS34311: Brake and clutch pedal travel adjusting screws deleted on some cars, minor changes to clutch and brake master cylinders, clutch and brake master cylinder line adaptors deleted, brake cylinder to 5-way line change (no details)

TS38177: Distributor leads change

TS40000 (approximately): Push fit fuel pipes/hoses replace banjo fittings, carburetors change from H6 AUC786 to H6 AUC878

TS50001: Gearbox changes, 'short' starter fitted

TS60000: Plastic wrapped wiring harness with 'Lucar' spade connectors introduced with corresponding change to electrical components, voltage regulator now mounted vertically, fuse box with snap on cover introduced, 'stepped' Lucas' type C40 generator with spade terminals introduced

EB64561: Body engineering change, no details

TS71372: Clutch slave cylinder mount changes

TS74331: Thermostat housing changes, possibly to TR4 type

TR3B

TCF1: 2138cc TR4 engine fitted

Underhood - Identification Plates

Commission Plate

The commission plate (Vehicle Identification Plate) is aluminum with a black enameled background, hand stamped with the vehicle's commission number and riveted to the right side of the bulkhead. Variations existed throughout sidecurtain production. The important ones include:

Early TR2–Early TR3: Roughly 4 inches square with 'cropped' ends Marked '20TR2' toward the top of the plate

Later TR3: '20TR2' changes to '20TR3'

Late TR3: Some 4 inch '20TR3' plates were fitted with the bottom half of the plate cut off. The rivet holes for the larger plates might still be present on the bulkhead beneath the 'cut' plate.

TR3A/TR3B: '20TR3' plates are resized to 4" x 2"

As it is illegal to tamper with Commission Plates,
no deductions should be made for condition.

Chassis Plate

The chassis plate is of unpainted (natural) brass with 'reversed' or 'raised' hand stamped numbers secured to the bulkhead above the battery by two slotted panhead sheet metal screws. ***On TR3Bs, the screws were replaced by rivets.***

EB Plate

The 'EB,' or Body Plate, is painted body color, with 'reversed' or 'raised' hand stamped numbers following the letters 'EB.' It is secured directly above the Chassis plate by two slotted panhead sheet metal screws, which may differ from those securing the Chassis Plate. ***TR3Bs were not fitted with 'EB' plates.***

Underhood - Inner Panels

Bulkhead (Firewall)

The bulkhead was sprayed in body color, including the master cylinder pocket and back plate, the offside master cylinder aperture blanking plate, and the windscreen wiper mounting bracket along with their mounting hardware. Seam sealer and glazing applied to varying degrees before painting and would be sprayed in body color as well.

From TS12567, the wiper motor changed to Type DR2 and was moved to the left side. The mounting bracket was altered and attached after spraying. It was now painted black with attachment hardware in the suppliers' finish.

Master Cylinder Aperture Blanking Plate

From TS1, cars were fitted with a flat steel blanking plate over the offset aperture for the master cylinders. This was changed in early TR3A production to one to one with a raised center with a rolled edge. The plate and attachment hardware were painted body color. Seam sealer may be present and visible.

From TS32833-TS50000 (?), the master cylinder aperture blanking plate was deleted.

Offside Steering Column Seal and Retention Plate

From TS1, a flat rubber seal sealing pad and black painted stamped and contoured steel retention plate sealed the offside hole for the steering column. The plate and pad were secured by two bright #10 GKN course threaded countersunk slotted oval screws (Part Number YJ2565) and Simmonds Fix Nuts welded to the inner surface of the bulkhead *(SPCEd.4, pg. 103, HWC, pg. 17, 18).*

From TS32833-TS40000 (?), the offside steering column hole and sealing components were deleted, which may have occurred with the deletion on the offside master sealing aperture. Cars without or without these seals were completed concurrently for some time.

Scuttle Vent Drainage Tube

From TS6157, a scuttle vent was introduced. The 3/8" black rubber drainage tube passed through the offside steering hole seal and extended 1 ½' to 2" into the engine compartment.

With the deletion of the offside steering column hole, the scuttle vent drainage tube passed through a collared hole in the bulkhead.

Inner Fenders

***Inner fender evaluation extends to the outer fender drip rails. The drip rails and attachment hardware are judged in* Exterior-Fenders.**

Two bolts per side secured the lower fenders behind the shock towers. On very early cars, these sat atop spring washers and large diameter washers cut at an angle to follow the shock tower's vertical crease. The bolts and washers were in the suppliers' finish (typically black). The washers were quickly replaced by a single, black painted oblong plate.

Bonnet (Hood) Release and Support (Early)

From TS1, the hood was released from within the cockpit by a cable running through the bulkhead beneath the wiper motor to run along the inner fender near the drip channel to the right-side hood release lock. One or two clips secured the cable to the inner fender. Another cable ran from the right-side lock to the left-side lock secured by a clip suspended from a front valance tie member (apron support bracket) bolt.

As the release mechanism and cables were likely installed prior to spraying, they should be in body color, though both natural and body color are accepted on components that are not part of the body shell, such as cables, springs, and buffer cups.

When raised, the bonnet (hood) was supported by a prop rod resting on a safety hook engagement bracket secured to two of the front valance tie member (front apron brace) bolts. The safety catch engaged from the left. The prop rod, safety catch, bracket and hardware were painted in body color.

Bonnet (Hood) Release and Support (Later)

From TS4229 (SPCEd4. pg. 86), a more practical and affordable Dzus type bonnet release system replaced the cable type. The brackets and fastener spring assemblies along with their mounting hex screws and washers were sprayed in body color, the underlying packing 'washers,' may be sprayed in body color or natural.

Bonnet (Hood) Safety Hook Support Bracket (early TR2) or Bonnet Lift Assembly

From TS1, when closed, the bonnet safety hook engaged a stamped safety hook engagement bracket secured by a pair of the valance tie member (apron support) attachment bolts. When raised, the bonnet prop rod rested in a dedicated hole in the bracket. The bracket and bolts were sprayed in body color.

From TS4229, a more complicated *bonnet lift assembly* replaced the earlier safety hook engagement and prop rod support bracket, and the two bonnet springs. The orientation of the prop safety catch was reversed, so the catch was now engaged from the right. These components and their hardware were sprayed in body color.

Windscreen Washer Bottle

As the windscreen washer assembly was both a factory and dealer installed option, it should be judged from a quality standpoint unless it is overtly non-contemporary to the car. The most common 'factory' washer bottle was produced by 'TRAFALGAR.' Early bottles were glass, sealed by black painted metal caps with check valves and proprietary markings, silkscreened in white. Later bottles were white plastic, with proprietary markings embossed on the surface. Mounting brackets were painted black, with thin strips of grey/black chaff-reducing rubber on the inside of the 'bands.'

Another common contemporary washer bottle assembly was produced by 'TUDOR,' which is smaller than a 'TRAFALGAR,' often with blue proprietary markings silkscreened on a white plastic bottle and a medium blue mounting bracket.

Both types (and those of other third-party providers) would typically be mounted on the left inner fender.

Underhood–Battery

Battery

The original battery was a tar-topped Group 27R with Lucas proprietary markings embossed or applied to the front of the case. These batteries measure roughly 12" x 7" x 9", which perfectly fits the sidecurtain TR battery box. Assuming a positive-earth ground, the positive post should be at the left rear to enable proper cable routing. Reproductions have been available for years, but often erratically.

For concours judging, a Group 27 battery is required,
though a reproduction 'tar-top' battery is not.

Battery Leads (Cables)

The battery leads featured lead alloy 'helmet-head' connectors to the battery posts secured by slotted panhead or rounded screws (Part Number 59813) *(SPCEd4. pg. 77).*

Assuming a positive-ground car, the zinc plated copper braided *negative lead* measured 16 ½" and was sheathed in black lacquered cloth, with a rubber insulating sleeve protecting the connection to the starter solenoid. The 'helmet-head' lead to the battery post was marked 'LUCAS' in raised letters along with the polarity, and typically had an additional loop cast into it, allowing power to contemporary Lucas electrical accessories.

During TR3 production, black plastic sheathing replaced the cloth on the negative battery leads.

The *positive lead* was a zinc plated copper braided cable measuring 6 ½" with the ground connecting loop mounted at a right angle to the run of the cable. When properly installed, the cable should run to the left of the battery to curve around and lie beneath the hex headed grounding setscrew. The head was marked "LUCAS' in raised letters with the polarity.

Though helmet head battery leads are required for concours,
Lucas markings and accessory loops are not.

Solenoid Connection Boot

Early in sidecurtain TR production, a rubber boot was added to cover where the negative battery lead connected to the starter solenoid to reduce fouling and corrosion.

While all cars may have them fitted without penalty, they are not required for early TR2s.

Battery Securing Assembly

Battery Securing Bracket: Two brackets were welded onto the sides of the battery box. Early brackets were light sheet metal with 'formed' elongated slots to receive the angle brackets. Later brackets were heavier and less formed. These brackets were part of the bulkhead and painted body color.

Battery Angle Bracket: The battery retaining angle bracket was of angled steel flattened with flattened ends where holes were drilled for the securing rods. These were painted black.

Battery Securing Rods: Two steel rods hooked through the slots in the battery securing brackets to pass through holes in the battery angle bracket. These rods were bright or painted black.

Battery Securing Hardware (Nuts and Washers: The battery securing rods were tightened down by a pair of brass winged nuts over flat steel washers over thin felt washers. These were superseded by alloy nuts of identical proportions, which were in turn superseded by 7/16 U.N. F. Simmonds Full Nyloc nuts *(HWC. pg. 13).*

The brass and alloy nuts were natural, unpolished metal. Nyloc nuts were bright. Flat washers were natural or oil quench black. Felt washers were natural (typically off white).

As no documentation has been found regarding when the various nuts were used and the Spares Catalogue cites only the Nyloc nuts, brass, alloy, or Nyloc nuts are acceptable.

Battery Drain and Liner: *From TS3288,* a battery drain tube was added to the floor of the battery box, and two hard rubber pads were provided to elevate the battery. None of these changes are visible during an *Underhood* inspection.

Third-party accessory battery box liners were available during sidecurtain TR production, the most common being made by AMCO of grey plastic. Reproductions of these are available, typically of black plastic.

Both original and reproduction battery box liners are acceptable.

Underhood - Electrics

Chronological Summary of Underhood Electrical Engineering Changes

January 1954: Flasher unit mounting shifts from horizontally above voltage regulator to vertically beside voltage regulator

TS954: Optional two-speed windscreen wiper motor introduced

TS9843: Access band deleted from generator

TS9894: Lucas FL3 flasher unit replaces FL2

TS10545: Gray plastic speedometer and tachometer cable sheathing replaces black fabric sheathing on speedometer cable and unsheathed black painted tachometer cable.

TS11812: 'Bright' Lucas HA12 coil replaces 'black' B12

TS12567: Windscreen wiper motor changes from Model CRT to Model DR2

TS13046: Girling hydraulics replace Lockheed, stop lamp and relay change

TS32833 (±): Passenger side pedal box blanking plate deleted; flasher unit moved

TS38177: Distributor lead change

TS60000: Plastic wrapped wiring harness with 'Lucar' spade connectors introduced with corresponding change to electrical components, voltage regulator now mounted vertically, fuse box with snap on cover introduced, 'stepped' Lucas' type C40 generator with spade terminals introduced

Electrics

Windscreen Wiper Motor

From TS1, the windscreen wiper motor was a CRT15, mounted on the right side of the bulkhead. Identification markings were stamped on the gearbox cover, along with a paint-stamped letter code identifying production codes or batch numbers. Typical finishes of components include:

Natural alloy: Gearbox case, armature case
Brass: Terminal end blocks.
Bright steel: crosshead and rack, sundry attaching and assembly hardware
Aluminized or dull chrome plate: Gearbox cover
Black Bakelite: Terminal end cover
***Black or black crackle paint*:** Armature cover
Gray/Black rubber sponge: Mounting and vibration dampening pad beneath armature cover
Blued: Hex head gearbox cover plate attachment screws (possibly bright)
Body color: Mounting bracket and attachment hardware

From TS995, an optional two-speed motor was made available.

From TS12567, the wiper motor changed to a Model DR2, and was moved to the left side of the bulkhead with a similar Model DR3 two-speed motor optional. Both remained specified equipment throughout sidecurtain TR production, with the only noticeable change being the reconfiguration of the parking switch and cover from having a 'raised ridge' and internal connection to a flatter cover with an external connection. Identifying markings are on the gearbox cover. Finishes include:

***Natural alloy*:** Gearbox case, terminal end cover
Brass: Terminal end block
Bright steel: Sundry assembly and mounting hardware
***Low gloss Black or silver-gray hammered paint**:* Armature cover
Black paint: Mounting bracket
Natural black rubber: Mounting and vibration dampening grommets

CRT15

DR2

DR3 - Two Speed

Starter

*From TS*1, the starter motor was a Lucas Model 418G 'longnose' with an 'external' drive contained within a bullnose extension. Stamped markings were on the armature case. Finishes include:

Natural alloy: Commutator end frame
***Bright steel or brass*:** Connecting hardware
Cadmium: Shaft cap
Black paint or oil quench black: Cover band
***Black paint*:** Armature case and drive end bracket
***Natural black rubber**:* Starter to solenoid lead connection boot
Suppliers' finish (brass, bright or black oil quench/oxide): Connection and mounting hardware

From TS50001, the starter changed to the 'short' or 'quiet' type, though keeping its model number. Finishes are per the earlier unit.

Starter Solenoid

From TS1, the starter solenoid was a cylindrical Lucas Model ST950 of natural cast alloy with heavy mounting flanges and a push switch allowing starting from the engine compartment. Markings were

stamped on the top of the body. A rubber boot with a Lucas 'lion' symbol covered the starter button.

Mounting was by two slotted panhead screws. Some original cars have been observed with thin rubber pads beneath the solenoid that are virtually invisible when in place.

The Model ST950 was superseded by the Model 2ST (no details, though this might have been the change to spade connectors).

Control Box (Voltage Regulator)

From TS1, the voltage regulator was the Lucas model RB106/2 mounted horizontally with the terminals at the bottom. These units had screw connectors, a black Bakelite cover and body, and a black painted or bright wire cover fixing clip sometimes fitted on early cars with a square or trapezoidal polarity warning label that slid through the mounting clip on the right side.

From TS60000, the control box was mounted vertically with spade connectors facing the right.

Fuse Box

*From TS1, t*he fuse box was the open hexagonal Lucas Model SF6 containing two working fuses (35 and 50 Amp) and a spare of each.

From TS60000, the Model 4FJ with spade connectors and a black plastic cover replaced the earlier open SF6. The cover will not fit on the earlier units.

Flasher Unit

From TS1, the flasher unit was the screw terminal Lucas model FL2 mounted to the upper left pedal box blanking plate hex head setscrew to lie horizontally above the control box.

From January 1954, the flasher unit was repositioned to lie vertically along the right side of the control box, with the connectors at the bottom.

From TS9894, the Lucas Model FL3 replaced the FL2.

From TS32833 (?), the flasher unit was mounted directly to the bulkhead and further to the right (away from the control box) with the deletion of the pedal box blanking plate. Connectors were at the bottom.

From TS60000, the flasher unit connectors changed to spade.

Generator

From TS1, the generator was the Lucas Model C39 with screw connectors and a cover band over the brushes, which could be removed for access. A black rubber sleeve protected the armature (large) lead.

Finishes include:

Natural alloy: commutator and drive end brackets
Black paint or oil quench black: brush cover band
Black paint: Armature case, fans, and pulleys
Suppliers' finish (bright, natural, or oil quenched black): Sundry assembly and mounting hardware, connecting hardware, brush band screws (if band oil quenched)

From TS9843, the cover bands were deleted.

From TS60000, the Lucas model C40 generator replaced the C39, with a 'stepped' case, spade connectors and a clear vinyl sleeve which 'yellows' with age. The armature (large) lead should come straight out; the field (small) lead is at a right angle. C40 finishes are otherwise as above.

Horns

From TS1, the horns were the Lucas Model WT614, with both high and low notes. These were painted black with mounting and assembly hardware in the manufacturer's finish.

At some point early in production, the horns changed to WT618, which closely resembled the earlier units, differing mostly in the substitution of rivets for assembly and the simplification of the mounting bracket. These horns are interchangeable with the earlier WT614s.

Both types are mounted to welded flanges on the inner fenders, secured by a pair of hex head bolts over spring and flat washers.

Wiring Harness

Harness Insulation Type: Initially, the main wiring harness comprised color coded lacquer insulated wires with screw connectors sheathed in black woven cotton. The harness was altered to accommodate component type or location changes as necessary.

From TS60000, harness connectors were changed to spade, wire insulation changed to plastic, and the outer sheathing changed to wrapped plastic tape. These changes were affected randomly as different suppliers were sourced or stocks were depleted; ***thus, it is possible for a pre or post TS60000 vehicle to have a braided fabric harness sheath, or a plastic wrapped harness to have lacquered insulated wires.***

Harness Striping: Reproduction harnesses with yellow traces woven into the outer sheathing were common for many years, and while some original harnesses have been observed with discreet white tracers, harnesses with bold yellow tracers were not fitted to sidecurtain TRs.

Underhood - Hydraulics

Chronological Summary of Underhood Hydraulic Engineering Changes

TS1: Lockheed braking system with dual master cylinder, short clutch slave cylinder

TS13036: Braking system changes to Girling with front disc brakes, separate clutch and brake master cylinders with external reservoir, line routing changes

TS22530: RH/LH reversal plates dropped?

TS33944: Slave spring changed, no details

TS34311: Pedal adjustment deleted on some cars, C/B master cylinder outputs slant forward, C/B line adaptors removed, C/B cylinder to 5-way line change (no details).

TS60000: Stop lamp switch changes to spade connectors

Clutch and Brake Master Cylinder(s)

From TS1, the *Lockheed* barking system featured a dual clutch/brake (C/B) master cylinder with four cover plate attachment screws and an internal reservoir.

Finishes include:

> ***Natural iron*:** master cylinder body, shaft rods and forks (or black)
> ***Lustrous alloy:*** tank cover plate, boot fixing plate
> ***Blued or black oxide:*** Cover plate mounting screws (bright is common also), some mounting hardware
> ***Black paint**:* filler cap, master cylinder support bracket
> ***Bright:*** Boot retaining clips, brake lines, line adaptor
> ***Natural black rubber:*** push rod 'accordion' boots
> ***Suppliers' finish (bright, natural, or oil quench black/black oxide):*** *Shaft attachment hardware, m*ounting hardware

Cover plate screws should be slotted Fillister head with a lightly domed profile (Part Number 501185)*, (SCEd4.pg.49)*

Note that contemporary replacement Lockheed master cylinders have been observed with painted bodies and/or cadmium plated reservoir caps. Do not deduct for either variant.

From TS13046, the braking system changed to *Girling,* featuring a pair of master cylinders mounted in tandem drawing from an external reservoir. Early cylinders featured vertical output flanges.

Finishes include:

Natural alloy: master cylinder bodies
Black paint: Fluid supply tank (reservoir), supply tank mounting clip, master cylinder support bracket
Bright: Pedal rod shafts and forks, brake lines, brake line adaptor
Natural black rubber*:* Shaft boots
Suppliers' finish (bright, cadmium or oil quench black/black oxide)**:** Shaft attachment hardware, pedal adjustment bolts and hardware, reservoir strap hardware, mounting hardware

From TS34311, the master and clutch master cylinder output line 'flanges' were sloped, with the line connections slanting forward. The clutch and brake line adaptors were deleted, as were the pedal adjustment bolts.

Note that the *Spare Parts Catalogue* does not cite the deletion of the pedal stop adjustments at TS34311, and that original cars with these fitted have been observed well into TR3A production.

Pedal stop adjustment bolts are acceptable up to TS60000.

Decals on Girling Master Cylinder Supply Tank (Fluid Reservoir)

When initially fitted to TRs, the Girling master cylinder supply tank featured a red, white, and medium blue proprietary water transfer (decal) with 'BRAKE' and 'CLUTCH' marked in white at the bottom to identify the respective lines. ***Thus, the decal should be fitted on the right side of the can toward the bottom with the 'BRAKE' and 'CLUTCH' markings clearly visible.***

Darker blue Girling decals without these markings were for single output reservoirs and are not correct.

In 1958, simple white silkscreened 'CLUTCH' and 'BRAKE' markings replaced the Girling decal. These should line up with the respective lines.

Hydraulic Lines and Mounting Hardware

From TS1, the hydraulic lines were of natural steel, with attachment hardware in the suppliers' finish. Most notable are the small 'question mark' clips securing the lines to the bulkhead *(Part Number 59380).* These were painted black, or finished in oil quench black, and secured by bright, #10 round headed slotted screws *(SPCEd4. pg.57, HWC. pg. 10).*

Clutch Slave Cylinder and Mounting

From TS1, the Lockheed clutch slave cylinder was is of natural cast iron, mounted to the front of a black painted bracket fixed to the left side of the transmission bell housing. A natural or oil quench/black oxide rod added further support on the inboard side, toward the engine. The rubber boot

was secured by two bright retaining clips like those of the master cylinders, though of a smaller diameter. Only one of these is visible upon inspection.

From TS13046, the Girling slave cylinder was of natural alloy, and 'longer and thinner' than the Lockheed. It is mounted similarly to the Lockheed, though the bend in the support rod is different.

Attachment hardware of both slave cylinders is in the suppliers' finish.

Clutch Slave Cylinder Return Spring: Both Lockheed and Girling clutch slave cylinders were fitted with a return spring running from an arm toward the fork to hook around the mounting bracket. These springs are usually natural, but black painted originals are known.

Underhood - Engine

Chronological Summary of Engine Changes
('E' suffix designates engine number)
TS972E: Breather pipe changed

TS8637: TR3 engine introduced, and manifold changes for H6 carburetors

TS8937E: Combustion head nuts strengthened

TS8997E: Camshaft bearing locating screws added,

TS9350E (TS8637): Le Mans cylinder head introduced with the required manifold

TS9952E: Oil filter head flange thickened

TS1206E-TS13052E: High port head introduced

TS17372E: Oil filter cap change (no details)

TS18230E: Rocker cover change (no details)

TS18902E: Oil sump plug changes to four-sided 'plumbing type'

TCF1: TR4 engine fitted

Engine Number

Engine numbers resemble commission numbers with an "E" suffix and are stamped on a flat extension of the coil mounting flange below the #3 spark plug, and as TR engines were supplied to other manufacturers such as Morgan and Doretti, ***a vehicle's engine number typically exceeds its commission number.***

Factory records are too imprecise to identify engine breakpoints at model changes, and factory manuals and literature may be inconsistent when citing commission versus engine numbers.

Factory Rebuilt Engines: Standard-Triumph provided complete factory rebuilt replacement engines, which were often painted light to medium blue rather than black. The original engine number was covered by a brass and black enameled plate rivetted to the flange with a stamped 'FR' engine number and specifications.

Factory rebuilt engine identification tag

Do not deduct for Factory Rebuild Engine tags.

Major Engine and Combustion Head Variation and Configuration Summary

Model	Engine Number	Cylinder Head/ Manifold	Carbs	Fig.	Notes
TR2	TS03E–TS8996E	Low Port, Head#501209 Intake #301145	SU H4	1	All TR2s, round bottom at thermostat housing.
Early TR3	TS8997E–TS9349E	Low Port, Head#501209 Intake #302006	SU H6	1	Same as TR2, but w/ larger intake ports for H6 carbs.
TR3 Le Mans	TS9350E–TS13052E	Le Mans' Head, Head #503662 Intake #302118	SU H6	1	Same as above, but with slightly larger intake ports and raised bosses around cylinder head studs.
TR3 TR3A	TS13053E-End	High Port, Head #503663 Intake #302119, possible late TR3A #305547	SU H6	2, 3	Intake ports moved up and enlarged, round bottom at thermostat housing, late TR3A with diagonal slant at thermostat housing.
TR3B (TSF)	TSF1-TSF530*	High Port, Head #503663 Intake #302119 or #305547	SU H6	3	Same as late TR3A w/ diagonal slant at thermostat housing.
TR3B (TCF)	TCF1-TCF 2804*	TR4 High Port, Head #510084 Intake #305547	SU H6	4	Flat boss at intakes 1 & 2, with or without serial number.

*Commission Nos. **TABLE 1.**

(Piggott2015, pg.78)

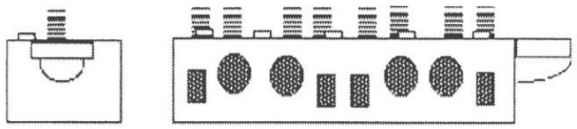


Figure 1: Low Port Head

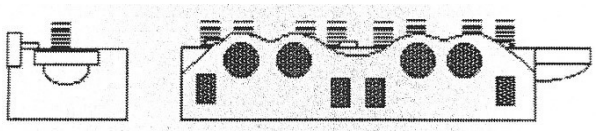


Figure 2: Early High Port Head

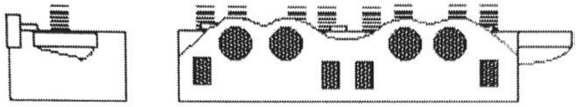


Figure 3: Late TR3A Head

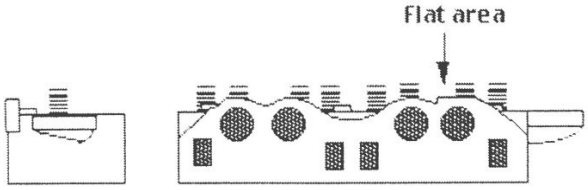


Figure 4: TR4 Head (Wakeman, 2023)

Judges should refer to the table and illustrations above before applying the guidelines below.

Incorrect Component - Major Deduction: An engine or major component inconsistent with the commission number of the car warrants a major deduction, such as a TR2 with a High Port Head.

Minor or Numerical Deviation- Minor Deduction: An engine of correct configuration numbered inconsistently with the commission number of the car warrants a minor deduction, such as a TR3A with a commission number of TS57000 fitted with engine number TS51000E.

Combustion Head

Combustion heads were painted black with natural milled surfaces, typically where gaskets attached, such as the top of the thermostat housing embossment. Attachment hardware (bolt heads and nuts) painted black or left in the suppliers' finish.

From TS1 (TS3E), the *Low Port Head* was fitted, distinguished by a flat profile. The last engine fitted with the Low Port Head was TS9349E *(TSOAHb. pg. 114).*

From TS8937E, and the head bolt nuts were strengthened *(Service Bulletin, December 1955)*. The stronger nuts are distinguished by a series of small circles stamped on one or more flats or by an annular grove machined on the top of the face of the nut.

These markings are not required.

From TS8997E, a larger bored Low Port Head *(Part Number 511219*) was introduced to accommodate H6 carburetors.

From TSTS9350E, the *Le Mans Head* was available. While similar in appearance to the Low Port Head, the head bolt embossments were approximately ½" higher.

From TS13053E, the *High Port Head* was introduced to increase airflow. High Port Heads are distinguished by four humps on the carburetor side to accept the H6 carburetor intake manifolds. Early High Port Heads kept the rounded embossment for the thermostat housing *(Fig.2).* Late TR3A High Port Heads had a more angular casting beneath the thermostat housing embossment *(Fig.3).*

From TCF1, the High Port Heads fitted to 'TR4' engines had a flat crown on the forward-most 'hump' which would likely have the serial number *(Fig. 4).*

Judges should exercise caution regarding late TR2 and early TR3 combustion heads, as components were introduced sporadically between engine numbers TS8997E and TS13052E, with alternate configurations possible between engine numbers TS8997E and TS9349E

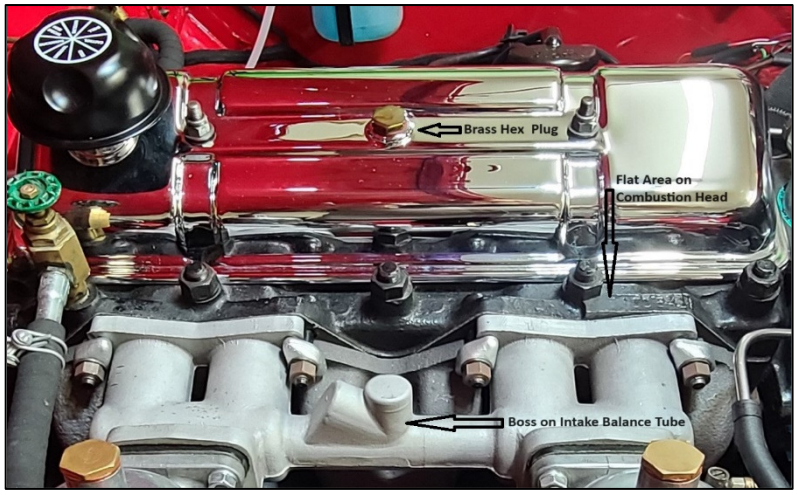
Manifolds

The ***Exhaust Manifold*** was cast iron and remained unchanged during the side curtain car production. Being subject to high heat cycles, its natural finish was subject to rust and discoloration.

Make no deduction for light to moderate discoloration of the exhaust manifold nor for coatings approximating the original color and finish.

The ***Intake Manifold*** was natural cast aluminum and its part number varied with the changes to the heads and carburetors, as outlined in the table above. Refer to Table 1 above for proper fitment.

Manifold hardware included the nuts at the carburetors and the unique clamps and nuts at the head.



TCF engine showing bosses on combustion head and intake balance tube and brass plug on rocker cover, unique to the TR4 engine installed on TCF series TR3Bs

Rocker Cover

Rocker Covers: *From TS1 (TS3E),* rocker covers were painted black, with a white rectangular water transfer applied to the left side specifying valve clearances. Many early covers were fitted with a stamped steel tab at the left rear, possibly to provide an attachment point when rerouting the breather pipe for competition.

> ***Rocker Cover Attachment Hardware:*** Rocker covers were attached by two studs fitted to the combustion head. Visible components include:
>
> ***Nuts:*** *Part Number YN.2908*, 5/16 UNF Simmonds Full Nyloc, 1/2" across the flats *(SPCEd4, pg.5, HWC. pg. 13).* ***These nuts are 'taller' than typical nyloc nuts*** *and often have the 'circles' stamped on a face.*
>
> ***Flat washer****: Part Number WP.008,* plain light 5/16 washer, 69 OD *(SPCEd4. pg.5, HWC. pg. 45*).
>
> ***Fiber Washer:*** *Part number WF.0508,* ½" OD *(SPCEd4. pg.5, HWC. pg. 49).*

From TS8997E (?), chrome rocker covers were introduced without a part number change. These were otherwise identical to those painted black, and may not have been universally fitted at the onset.

TR2s from TS8000 may have black or chromed rocker covers.

From TS18320, rocker covers ostensibly changed without details. This could reflect a clerical 'standardization' of chrome rocker covers.

From TCF1, rocker covers with a brass hex-shaped plug and the oil filler cap at the rear replaced the earlier units when the 'TR4' engine was introduced. (See above photo)

Cast Aluminum Rocker Covers: Although the *Spare Parts Catalogue* does not list these as optional equipment, cast aluminum valve covers are well documented as contemporary accessories, appearing on several road test photographs and catalogues from purveyors such as 'Andori.' Variations of these

exist, the most recognized having a distinctive chrome and cloisonne 'TRIUMPH script' badge and large knurled aluminum thumb nuts.

Make no* originality *deductions for contemporary cast aluminum valve covers.

Oil Filler Cap: Oil filler caps were push-fit with an oil gauze mesh. Some very early caps might have had detachable bottom plates for cleaning or replacement of the wire mesh gauze. Oil filler caps were sourced rather than made 'in-house,' so documented details and introduction points of the various types are nebulous and possibly overlapping within a commission number range.

Judges are to exercise caution when evaluating the sequential originality of oil filler caps. Current heavier stick-on 'decals' of contemporary design are acceptable.

From TS1, oil filler caps were painted black with white silkscreened or water transferred 'recommended oil' markings on the flat upper face oriented to the left. *(Figure 1below)*

At some later point, the markings changed from concentric circles to having an arrow facing forward when the cap was fitted. *(Figure 2 below)*

At some later point, oil filler caps became shorter and more angular, with distinctive bevels on the upper sides. (*Figure 3 below)*

At some later point, the oil filler cap profile became lower and more rounded, with three 'finger indentations' to facilitate removal. Markings were white concentric circles or in a 'pie pattern.' *(Figure 4 below)*

From TS17372E, oil filler caps changed without details. This could be a clerical standardization of the 'finger indentation' profile.

At some very late point, oil filler caps painted were finished in silver/grey 'hammered' paint rather than black, with red 'pie pattern' markings. These are mostly observed on TR3Bs. *(Figure 5 below)*

From TCF1, the oil filler cap was moved to the rear and a brass plug was fitted to the top of the cover.

Figure 1

Figure 2

Figure 3

Figure 4

Figure 5

Cylinder Block

The cylinder block changed little until the introduction of the TR4 engine. These were painted black (except for some factory rebuilt engines), with smoothly milled surfaces such as attachment points and gaskets flanges left natural.

As natural surfaces rapidly oxidize, do not deduct for 'aged' smooth surfaces possessing a brownish color.

From TS972E, the cylinder block was "modified without change of Part Number" to accommodate an altered breather. *(Service Bulletin Vanguard/3B, August 1954).* This change is not externally visible.

From TS8997E, three camshaft located screws (Part Number 11042) were added with accommodating embossments on the block between the three gallery plugs lying along the camshaft run *(SPCEd4. pg. .7).* Camshaft bearings may be retrofitted to earlier engines (*Service Bulletin Vanguard/9/B, Sept 1955).*

***Do not deduct for early engines retrofitted with camshaft locating screws per the instructions in the above* Service Bulletin.**

'TR' Block Markings: Most, if not all, TR cylinder blocks were hand marked 'TR' above '2' or '3' in reddish orange paint on the left side, typically toward the rear. Variations in style and orientation are expected.

These markings are not required, though if present, they should conform to the above description.

Oil Filter Assembly: Oil filter assembly heads were natural cast aluminum with attachment and access hardware in the suppliers' finish. The cannister was painted a pale green/blue, which takes on a more greenish patina with age.

From TS1E, the oil filter flange was 7/16"

From TS9952E, the flange was thickened to 5/8" to prevent "any possibility of oil leakage from the joint due to distortion of the flange under load from the bolts and stud" *(Service Bulletin, February 1956).* The length and tensile strength of the bolts and stud were also increased.

From TS12650, the 'full flow' oil filter was introduced to avoid oil flow stoppage should the filter head become clogged. Full flow filter heads are recognizable by their access ports.

Wide flange or full flow filter heads may be fitted to earlier cars, but not the reverse.

Dip Stick: Oil Dipsticks were bright or natural steel with a thick felt washer/seal.

Timing Chain Cover: Timing covers were painted black, with or without unpainted light grey/tan sound deadener applied to the center face.

Ground Strap: A bright braided cable serves as the engine ground strap. It is bolted to the timing chain cover and to the front LH motor mount.

Breather Pipe: Breather pipes were painted black.

From TS972E, an internal baffle was added to the breather pipe to prevent oil loss when running at high speed *(Service Bulletin Vanguard/3B, August 1954)*. This bulletin also presented a modification to older breather pipes to curb oil loss.

Sump and Oil Drain Plug:

Sump: Oil sumps were painted black, with the attachment hardware painted black or in the suppliers' finish.

Natural cast aluminum sumps were available options *(SPCEd4.pg.144).* Attachment hardware was in the suppliers' finish.

Oil Drain Plug: Oil drain plugs were initially a natural brass 5/8NF cap screw, ½" long and .798" across the flats *(HWC. pg. 23).*

From Engine Number TS18902E, these changed to a common square steel plumbing plug, 7/16" across the flats.

Engine Removal Hardware: Early cars likely lacked lifting hardware as it is neither present in contemporary 'early car' photos nor listed in the 1st Edition of the *Spare Parts Catalogue.* ***As the introduction point of lifting hardware remains unknown, it is optional, though it must include both items below:***

Eye, front lifting bracket*:* The front bracket was bolted between the timing chain cover and the front engine plate.

Rear lifting bracket: The rear lifting bracket was bolted to the rearmost manifold bolt and the rearmost combustion head stud. The latter is longer than the other studs to accommodate the bracket.

Engine Electrical

Distributor: Distributors changed little during sidecurtain TR production, with a cited part number change at TS8213. The latter distributor is a comparable replacement.

Distributor Body: Natural aluminum with bright steel mounting plate and attachment hardware in the suppliers' finish.

Distributor Cap: Distributor caps were molded black plastic (Bakelite) or brown molded Bakelite sprayed black. Raised Lucas proprietary markings were present. Note that early Lucas markings faced to the right to appear reversed from the left side of the engine. Distributor cap clips were natural or blued steel.

Vacuum Advance Unit: Vacuum advance units were finished in bright cadmium, with connecting hardware in the suppliers' finish. Vacuum lines were screw-fitted.

From TS1, vacuum advance units had large hexagonal snouts with brass or brightly plated hexagonal line fittings.

During TR3A production, a conical advance unit snout replaced the hexagonal.

Vacuum Advance Line and Routing: Vacuum advance lines were steel, screw-fitted to the advance unit and front carburetor.

Copper alloy lines, unless painted to match original color, are not acceptable.

From TS1, the vacuum line exits the vacuum advance unit to follow an 'S' curve behind the thermostat bypass hose to run *beneath* the fuel line clip suspended from the thermostat housing to follow the run of the rigid fuel line to its connection on the front carburetor. An aluminum 'belt buckle' clip securing the vacuum line to the fuel line may be present on either side of the suspended clip.

From TS40000 (approximately), push-fit fuel lines of a narrower diameter replaced the earlier lines, with the securing clip suspended beneath the thermostat housing now twisted with a grommet. The vacuum advance line now ran ***through*** the clip rather than beneath it. Aluminum 'belt buckle' clips may be present.

Note that some original lines have been observed with the vacuum line running forward of the bypass hose, particularly on later cars with smaller diameter fuel lines.

Make no deductions for vacuum lines running behind or forward of the bypass hose.

Sparking Plugs and Plug Wires: Sparking plugs and wires changed by supplier, but remained the same in overall profile and configuration.

> ***Sparking Plugs*:** Sparking plugs were typically supplied by Champion and later by Lodge, with varying temperatures depending upon location, available fuel, and intended use. Any suitable replacement is accepted.
>
> ***Sparking Plug Wires:*** Sparking plug wires were black, typically with right-angled connection caps of varied shape and design. For example, some early connectors had spring clips attached by screws at the top of plugs without rubber boots. Proprietary markings (often Champion) may be present. A black rubber fir tree clip attached the #3 plug wire, #4 plug wire, and high-tension coil lead near the coil.
>
> ***Do not deduct for black sparking plug wires of correct length.***
> ***Variations in connecting ends are acceptable.***

Coil, Decal, and Leads:

From TS1, the ignition coil was the black painted Lucas Model B12 with an expansion groove or lip at the bottom of the can and an attached mounting bracket. The top was black Bakelite, marked '+' and '-'at the respective terminals. Some B12 coils had gold and black proprietary decals, but the vast majority did not.

From TS11812, the brightly finished (not polished) aluminum Lucas Model HA12 replaced the B12. This unit lacked an expansion groove and had a black Bakelite top marked 'CB' and 'SW' at the respective terminals. The separate mounting bracket was finished bright. A proprietary Lucas decal of varied detail was applied beneath the upper rim.

As reproductions of this decal are available, they are required.

The high-tension lead on all coils should have a black (or orange, see below) screw-on cap. Low tension leads should have connectors (screw or Lucar) consistent with the wiring harness of the car.

Sports Coils: The first available higher rated Lucas sports coil was the Model HS12, which mirrored the Model B12 in external form and dimension, but was painted 'polychromatic grey' (closer to a metallic grey/ tan) with a brass and enameled plate attached to the mounting bracket. This plate was later changed to a decal. The black Bakelite top was marked 'CB' and 'SW.'

From late 1957, the HS12 sports coils were superseded by the Model SA12, which in many respects resembled the HA12, the most notable difference being the orange/red top and high-tension lead connector. The top was marked 'SW' and 'CB' at the respective terminals which initially were screw-type; around 1960, loose 'Lucar' connectors were provided to fit beneath the screws for vehicles having spade connections. In the late 1960s, the connectors switched to riveted spade.

Do not deduct for Lucas sports coils contemporary to sidecurtain TR production.

Underhood-Fuel System

Chronological Summary of Fuel System Engineering Changes

Numbers with an 'E' suffix designate engine numbers.

TS3E: SU H4 carburetors

TS8997E: SU H6 carburetors introduced, manifold and air cleaners changed, flexible fuel lines replace rigid

TS9350E: Le Mans cylinder head introduced, intake manifold changed *(see* Engine *for additional details regarding cylinder head introductions and corresponding intake manifold and carburetor changes*

TS9721E: Flexible float chamber mounts introduced

TS12819E: Front carburetor and vacuum advance changed

TS12606E–TS13052E: Intake manifold change to high port cylinder head *(see* Engine *for additional details regarding cylinder head introductions and corresponding intake manifold changes)*

TS15496: Short steel connector pipes and rubber line replace braided fuel line from fuel tap to fuel pump

TS22014?: Petrol stop eliminated

TS40000 (approximately): rigid pipe replaces flexible banjo type line from fuel pump to carburetor line, carburetor float chamber lid changes (H6 AUC786 to AUC878)

Carburetors

From TS1, the carburetors fitted to TR2s were SU H4s, with 1 ½" diameter bores, fixed float chamber mounts, and vertically oriented oval bodies secured to the intake manifold by two bolts at the top and bottom of the mounting flange.

From TS8997E, the 1.75" bore SU H6 AUC786 carburetor replaced the H4. H6 carburetors featured square bodies with four mounting bolts at the corners of the mounting flange.

From TS12819, the vacuum line connector at the carburetor housing.

From TS40000 (Approximately): The H6 AUC878 carburetor replaced the H6 AUC786, the principal differences being the float chamber lid changing to accommodate the replacement of the banjo style fuel lines by rigid steel lines connected by rubber hoses.

Float Bowls: *From TS9721E*, flexible float chamber mountings were introduced to reduce bubbles in the chamber and the resulting disruption of fuel supply from engine vibration *(Service Bulletin Sports/4/P, Feb. 1956, and TSOAHb. pg. 114).* Owners with rigid float chambers were encouraged to retrofit the flexible mounts.

Do not deduct for TR2s and early TR3s fitted with flexible float chamber mounts.

From approximately TS40000, the float chamber lids changed to accommodate the change in fuel lines from banjo to push-fit rubber connections and rigid pipes.

Carburetor Finishes: Carburetor bodies, float chambers, float chamber lids, and piston covers are lustrous natural cast alloy.

Mildly 'blasted' or polished surfaces are acceptable.

Other carburetor finishes include:

Unpolished Brass: throttle shafts, spindle return anchor plates, jet adjusting nuts, jet lever, throttle lever, overflow pipe fitting, banjo fittings (when applicable), damper cap lid, fuel filters in float chamber lids, piston cover screws (H4).

Black oxide or Blued: bell-crank lever assembly, pivot lever 5assembly, throttle spindle couplings, choke arm, pivot bolt and washer on cam, speed nuts when fitted, banjo fitting bolts (some H4).

Cadmium or Bright Steel: short and long throttle links, float chamber securing up bolt and clip washer, fuel line and float chamber banjo bolts (H6), jet control connecting rods, throttle spindle end caps, front jet lever to connecting rod clips, clevis pins.

Suppliers' Finishes: Sundry screws, bolts, cotter pins, and the throttle spindle connecting rods may be cadmium/zinc plated or left in natural steel. Jet head assemblies have many varied finishes, including brass, copper, steel, and rubber.

Carburetor Identification Tags: SU carburetors typically had natural or brightly anodized aluminum tags fitted beneath the float chamber lid bolt stamped with the carburetor model. The numbers could be suffixed with either an "F" or "R" designating the carburetor's installation at front or rear.

.

***AUC721*:** H4 carburetors fitted to a TR2

AUC786: H6 carburetors fitted to a TR3s and TR3As to approximately TS40000

AUC878: H6 carburetors fitted to TR3As from approximately TS40000 to TCF2804

Carburetor identification tags are often missing, either from loss or having not been installed during assembly, and are thus not required. If present, identification tags must correspond to the carburetor model.

Air Filters

The air filters fitted to all sidecurtain TRs were supplied by AC, and were of identical construction and appearance except for the bores, which were ¼" wider on the H6. Both types were painted black, with a proprietary blue and white decal applied to the front of the air cleaner 'dome.'

AC decals initially were round and changed to rectangular in 1957. These were hand applied to the center of the air cleaner, with noticeable variations in 'accuracy' observable from unit to unit. Perfectly aligned decals are quite rare.

Air cleaner filters were of wire mesh with a 'chevron' weave. Most were painted black, but original meshes in natural steel have been observed.

Do not deduct for air cleaners with bright or black painted 'chevron' wire meshes. Aftermarket or replacement air filters without the 'chevron' weave or made of paper or fabric meshes are not acceptable.

Vent Tubes and Hoses: H4 and H6 carburetors were vented from the float chamber lid. The vent also served as an overflow emptying into the air cleaner mesh.

From TS1 (H4 and H6 AUC786): the vent was a bent steel line soldered to a brass banjo connector fitted beneath the float chamber lid bolt.

From TS40000 (Approximately): The change from banjo style fuel lines to rubber and rigid lines with AUC878 carburetors included changing the vent/overflow pipes to bent steel lines connected to an extension of the float chamber lid via a short rubber hose.

Some reproduction air cleaners may be improperly assembled, resulting in the banjo style vent overflow pipe striking the structure of the air cleaner rather than the mesh, which is a safety hazard and incorrect. This is more easily rectified with later rubber and rigid overflow pipes.

Fuel Pump

The natural alloy bodied fuel pump was supplied by AC, clearly marked in raised letters on the upper body. These pumps featured a glass filter bowl secured by a bright stirrup and natural metal or bright thumb nut, and a bright or natural steel 'sprung' priming lever press fitted to the lower body. Original diaphragms had a pinkish-red color visible beyond the upper and lower body seam. The six slotted Fillister headed screws and washers tightening the upper and lower bodies were blued, natural or bright. Mounting blocks may be grey or black.

Do not deduct for diaphragms of colors other than pink-red.

Fuel Lines, Sleeves, Hoses, and Petrol Stop (Fuel Tap)

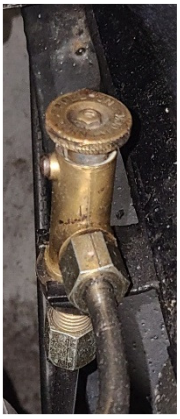
Hard fuel lines were natural steel (not copper or plated copper) with supplemental flexible lines, black rubber hoses, and flexible lines in the suppliers' finish (typically natural or coated braided steel with brass connectors). The components varied over the course of sidecurtain TR production, but always followed the same general layout.

Fuel Tap and Fuel Line from Tap to Pump: *From TS1,* fuel from the tank ran down the left side of the chassis to a brass tap mounted on a tab behind the left spring tower. These taps are prone to leaking, and may be deleted or bypassed for safety reasons, though *Restoration Quality* points may be deducted if the deletion or bypass is poorly performed or uses non-contemporary materials.

Fuel initially ran from the tap to the fuel pump through a flexible hose with brass compression fittings sheathed in braided steel.

From TS15497, the braided flexible line was replaced by a pair of steel pipes connected with a black rubber hose. The pipe at the tap was short; the pipe at the pump was longer and downward curved. ***No clips or clamps were specified, though either are allowed for safety reasons.***

At an undocumented point in 1958, the fuel tap was deleted, with fuel passing to the rubber connecting hose directly from the line running from the tank.



Fuel Tap

Fuel Line from Pump to Carburetor: *From TS1,* the fuel line from pump to carbs was rigid steel, running up and then forward along the left side of the engine to turn right and pass through a strap type clip suspended from the left side thermostat front cover bolt (or nut) toward brass banjo fittings on the carburetor float chamber lids.

The banjo fittings were soldered to the pipes and oriented to the engine (left) side of the carburetors. The pipe between the banjo fittings runs above the carburetors, and is slightly bent upward at the center for additional clearance.

From TS8997E, the long rigid fuel line was replaced with a shorter rigid line ending to the right of the thermostat housing where it connected to a flexible line sheathed in braided steel with compression fittings at the brass banjo connections. The front banjo fitting was now oriented at 120 degrees, allowing the flexible 'carb to carb' line to run beneath the air intake sides of the carburetor housings.

From approximately TS40000, the carburetors changed to SU AUC868s, and the flexible line with compression banjo fittings was replaced by smaller diameter rigid steel lines connected by 'pebbly grained' black rubber sleeves. The steel strap type retaining clip beneath the thermostat housing changed to a lighter, bright steel 'eyelet' type twisted 90 degrees with a rubber grommet. The routing of the bent steel line running from the rubber sleeves at each float chamber lid followed that of the earlier flexible line.

Cars from TS40000 may have either flexible fuel lines with banjo fittings or rigid fuel lines with sleeves; cars from TS60000 should have the latter arrangement.

'Pebbly grain' is not required on connecting sleeves. Clamps or wire clips were not specified with the rigid/sleeve fuel line arrangement, though these are allowed for safety reasons.

Underhood–Controls

Chronological Summary of Steering Engineering Changes

TS5776 or TS8637: Rigid lower steering steady bracket added

TS10545: Speedometer and tachometer cables change from black to grey

TS27000-TS42000: Split steering column introduced. Lower steering brace moved upward on column

TS42000: Split steering installation universal

Steering

The same basic unit was fitted to sidecurtain TRs throughout production, the only major change occurring erratically between TS27000 and TS42000 with introducing the split steering column. The steering column and its bracing should be painted black, with attachment hardware in the suppliers' finish.

Rigid Column: *From TS5577 or TS8637,* a two-piece steady bracket was added to the lower steering column that clamped around the column tube and bolted to the frame through a hole in the spring abutment (spring can). The *Spare Parts Catalogu*e lists Part Numbers 111600, 111601, and 111602 being introduced at different times *(SPCEd4. pgs.29,42).* On page 29, under *Chassis Frame,* the introduction is listed at TS5777; on page 42, under *Steering,* it is listed at TS8637.

Cars from TS1 to TS27000 should have the rigid steering column.
Cars from TS5777 to TS8637 may or may not have the lower steering column brace fitted.
Cars from TS8637 should have the lower steering column brace fitted.

The lower steering column brace was painted black with attaching hardware in the suppliers' finish.

Split Column: *From TS27000*, a two piece, or 'split' steering column was introduced to ease the passing of the steering column through the bulkhead during assembly. The change from the early rigid column to the later split column remains undocumented and appears to have been performed inconsistently on cars produced in 1958.

The split steering column comprised an upper and lower half clamped together and supported by an ***upper steady bracket*** bolted to the bulkhead (Part Number 607433)*, (SPCEd4.pg.43*). The bracket should be painted black. The exposed shaft and connector should be natural steel. Attachment hardware should be in the suppliers' finish.

When introducing the split column, the ***lower steering support bracket*** was moved further up the column to bolt to a brace on the frame inside the inner fender. This latter brace is visible within the engine compartment.

Cars from TS27000 to TS42000 may or may not have the split steering column.
Cars from TS42000 should have the split steering column.

Steering Blanking Plugs: Two rubber plugs seal where the steering column passes through the bulkhead, a ½" rubber plug mostly concealed by larger seal through which the column passes.

Steering Column Seals and Grommets: *From TS1,* the rubber seal was flat with a flange secured by a stamped, black painted steel plate secured by bright #10 countersunk slotted oval coarse threaded screws. When properly fitted, the seal's rubber flange resembles a sleeve between the column in the cutout in the plate.

Later cars, TR3s, had a formed rubber boot secured to the bulkhead by a slotted screw and clamped to the column by a Supergrip (radiator style) clamp in the suppliers' finish. ***Note that SPCEd.4 does not list the screw.***

When this seal arrangement changed remains undocumented.

TR2s and should have the early 'plate' arrangement.
TR3s and TR3As with rigid columns may have either the 'plate' or 'boot' arrangement.
TR3As with split columns should have the 'boot' arrangement.

Temperature Sending Unit

From TS1, the temperature sending unit ran through a grommet in the bulkhead, coiled in two, three, or four loops ***'perpendicularly'*** to the car, to be secured to the fuel line by an aluminum 'belt buckle' clip on the vertical run of the fuel pipe three aluminum (Part Number 38303), *(SPCEd4.pg.75*), and another pair of clips along the horizontal run. Black cloth friction tape wrapped around the fuel line beneath the clips prevented chaffing.

In mid-late 1954, the coiling of the sending unit was found problematic and was changed to three loops running ***parallel*** to the car. These were of roughly 1 ½' diameter, with the center of the coils roughly 2" below the start of the vertical run of the fuel pipe. *(Service Bulletin Sports/2/C: Oct. 1954)* Temperature sending units were bright, with brass or cadmium plated connections.

TR2s may have either perpendicular or parallel temperature sending unit loops.

Tachometer and Speedometer Cables

Cables: *From TS1,* speedometer cables were sheathed in protective thin black lacquered fabric. Connecting fittings were brass. Tachometer cables were painted black, with brass fittings.

From TS10545, both cables were sheathed in silver-grey plastic that yellows with age. Connecting fittings were now alloy.

Do not deduct for early black cables lacking cloth sheathing or later grey sheathed cables with age related discoloration.

Routing and Grommets: Tachometer and speedometer routing varied between right and left-hand drive cars. This document addresses only left-hand drive cars.

Tachometer: The tachometer cable passed through a black rubber grommet in the bulkhead to the left rear of the engine to connect to the distributor.

Speedometer*:* On cars lacking overdrives, the speedometer cable passed through a grommet in the bulkhead to the right of the master cylinder and a brass clip (Part Number 33084)*, (SPCEd4. pg. 74)* to the left of the steering column and down to the transmission.

On cars fitted with overdrives, the cable passed to the front of the battery box through a brass clamp (Part Number 33084*)* to run down the right side of the engine to the transmission.

Underhood–Cooling System

Radiator

The first few TR2s were equipped with radiators lacking a filler neck extension or filler cap. The filler cap was on the thermostat housing.

From TS4, TS5, or TS6, a filler reservoir extension was added to the right side of the radiator upper tank, and the filler cap moved to the filler neck.

Radiator were tall and deep, with unique horizontal cooling fins and crank guide holes with square or oblong steel sleeve in the cores. Tin proprietary plates were affixed to the upper tank, identifying the maker and the model type. Smaller brass or tin tags on the left rear of the upper tank signified the batch number and the month and year of manufacture.

Radiator proprietary and identification tags are fragile and prone to loss or decay and are thus not required.

The radiator was painted black, including the identification plates. The water drain tap on the lower tank was unfinished cast brass. The radiator was fitted with an AC filler cap with a cadmium finish, two-eared design, with directional arrows for rotation and the pressure rating of 4 PSI.

From TS1201E, the radiator and thermostat housing were changed. "When the new Thermostat Housing was introduced, the water outlet was off-set from the center line…" *Service Bulletin Sports/1/C, June 1954).* The upper radiator outlet and hose were shifted to the left of the upper tank about the diameter of the outlet pipe. The outlet pipe was now 3" from the edge of the filler neck extension rather than 1 ½".

Radiators and thermostat housings must be of the same era or they will not align without an improvised installation or using a long, flexible hose.

***Radiator Hardware, Hoses, and Clamps*:** Radiators were bolted to the cross-tie brace toward the front of the chassis rails. Two stay rods ran from flanges soldered to the rear corners of the upper tank to tabs welded to the horn support brackets on the inner fenders. The support stays were painted black. Mounting hardware was in the suppliers' finish.

> ***Hoses and Clamps:*** Radiator hoses were of black rubber, often with 'wrapped' or woven textures. Upper radiator hoses were accordion types, with woven cloth sheathing. Hose clamps were bright "Supergrip" double banded wire types secured by slotted, round headed screws.
>
> ***Radiator Overflow:*** A black rubber 'ribbed' overflow tube was push-fitted to an extension below the radiator filler cap to run forward and down to clear the undercarriage. Mounting detail varied. Small unique wire clips were sometimes fitted at the filler neck extension. Some hoses ran through 'strap' type clips fitted beneath the right inner radiator support rod nut, and some hoses ran through a cylindrical spring clip mounted to the lower right inner fender.
>
> ***Ribbed textures on overflow hoses are not required. Variations in mounting are acceptable if the hose clears the undercarriage. Expansion bottles are not original.***

From TS414E, the lower hose and connector pipe arrangement was changed from a pipe with sharply bent ends connected to short, straight hoses to a slightly bent pipe lacking the sharply bent ends connected to longer, curved hoses.

Radiator Fan

The radiator fan assembly fitted to all cars was a four bladed paddle type with a black painted center section and natural aluminum blades secured by bright rivets. Mounting hardware and balancers were in the suppliers' finish.

Tropical Cooling Fans: Introduced during TR4 production, these six bladed fans are constructed as 'standard' four bladed fans, and attach without modification to a TR2-3B engine, often with significant cooling advantages..

Do not deduct for properly finished factory aluminum bladed tropical fans.

Stock four bladed fan

Tropical six bladed fan

Radiator Fan Belt: Radiator fan belts were ¾' at their widest point, V profiled without cogs or inner teeth. They should fill the grooves in the water pump and generator pulleys.

Narrow Radiator fan belts or belts with cogs or inner teeth are incorrect.

Thermostat Housing

From TS1, the thermostat housing was of the 'double' type, with two distinct chambers of equal height and contained the filler cap.

From TS4, TS5, or TS6, the filler cap was moved to the radiator filler neck extension, and a triangular flanged steel blanking plate was fitted to the thermostat housing by a bolt on the left and two nuts over studs on the right. (*Figure 1. below*)

From TS1201E, the thermostat housing changed to a slightly smaller unit with a single chamber lacking a blanking plate secured to the head by two hex headed bolts. This housing was used with minor variations to the end of sidecurtain TR production. (*Figure 2. below*)

From TS74331, a revised thermostat housing was introduced, differing mostly by the slight inward

slant of the temperature gauge sending unit flange and stamped rather than raised casting numbers on the upper surface. (*Figure 3. below)*

Thermostat housings were lustrous (not polished) natural cast alloy and may be coated with silver paint (very early) or a clear lacquer or glaze that yellows or browns with age. Early steel blanking plates might have been plated, but this seldom survives. Mounting hardware was left in the suppliers' finish.

Make no deductions for the presence or absence of applied finishes to thermostat housings.

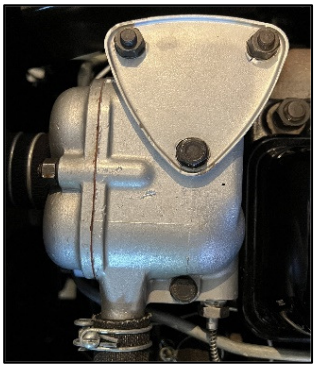


Figure 1

Figure 2

Figure 3

Water Pump

Water pumps and pulleys remained unchanged throughout sidecurtain TR production. These were painted black or left in unfinished cast iron.

Water Pump Grease Fitting: Original water pumps feature a grease fitting on the upper right, which is often lacking in reproduction 'sealed' pumps.

These are required for judging.

Water Pump Bypass Pipe and Hoses: *From TS1,* water passed between the radiator and the water pump through a black painted steel pipe with two sharply curved ends and a pair of straight black rubber hoses secured by two bright wire type clamps (Part Number CS.4018), *(SPCEd.4, pg. 21, HWC, pg. 5)*

From Engine TS414E, the straight connecting pipe with curved ends was replaced by a slightly bent pipe without the curved ends. The hoses were now curved to nearly 90 degrees *(SPCEd.4, pg. 21).*

Optional Heater Kit

Water Pump Connecting Pipe Adaptor, and Hose:

Connecting Pipe: The natural steel, blued, or black painted water pump connection pipe assembly runs along the left side of the engine and is secured to the engine block by the rear coil mounting bolt. The bolt is in the suppliers' finish.

Adaptor: The water pump connecting pipe is fitted to the water pump body by a natural brass or black painted adaptor. When no heater is fitted, the adaptor is replaced by a natural brass or black painted plug.

Hose: A textured, right angle formed black rubber hose secured by two bright wire type hoses (Part Numbercs.4012) connects the rear of the water pump connecting pipe to a stamped black painted dash connector assembly sealed by a black rubber pad and secured by a pair of bright #10 self-tapping countersunk slotted oval screws (Part Number YA0564) *(SPCEd.4. pg.146, HWC. pg. 30).* When no heater is fitted, the connector is replaced by a black painted plate identical to the connector except for the lack of a connecting tube.

Heater Water Valve, Connector, and Hose:

Heater Water Valve: The natural milled heater water valve is screwed into the rear of the cylinder block. The green or black painted handle is of varied design, and secured by a brass nut and washer. When no heater is fitted, a natural plug is fitted.

***Heater Water Valve Connecting Pipe*:** The heater water valve connecting pipe is natural steel, galvanized, blued, or painted black.

Hose: A textured, right angle formed black rubber hose secured by two bright wire type hoses (Part Number CS4012) connects the heater water valve connecting pipe to a stamped black painted dash connector assembly sealed by a black rubber pad as with the water pump connecting pipe hose. When no heater is fitted, the connector is replaced by a black painted plate identical to the connector except for the lack of a connecting tube.

Chassis Contents

Chassis Judging

Scope

Chassis judging evaluates the quality and originality of the underside of the car and the road wheels. Deductions are based on condition and originality deviations, as outlined in the *Chassis Scoresheet*. This category of scoring accounts for fifteen percent of the total score.

General Evaluation and Scoring Guideline

Inspections should reflect that the cars have been driven and that some components cannot indefinitely remain in showroom condition. For example, mild steel exhausts rapidly oxidize when exposed to the elements, and only scaling or serious fatigue should cause concern. Mildly over-restored components warrant neither more nor less *Restoration Quality* point deductions as those in 'factory' condition, though extreme over-restoration may warrant *Originality* deductions such as chrome plated suspension components or mirror polished exhausts.

General Scoring Principles

The weights allocated to some chassis *Originality* faults are set low to reflect reasonable alterations or updates improving the car's safety or roadability without violating the spirit of the marque. Examples include zero deductions for early TR2s lacking the dangerous 'narrow rimed' wheels and only 5-point deductions for TR2s fitted with the more sensible TR3A exhaust.

Restoration *Quality* points are deducted in increments of full points.

> ***No Point Deductions:*** Components are properly fitted and in excellent condition without obvious wear, excessive leakage, surface oxidation, or foreign matter
>
> ***Partial Point Deductions:*** Components display varied levels of repair with some signs of leakage, neglect, or lack of attention to detail or upkeep
>
> ***Maximum Point Deductions:*** Components are missing entirely or have neglected repairs, many minor flaws, consistently poor workmanship, or excessive wear or leakage.

Multiple Component Scoring

Restoration Quality points are evenly distributed between components within a scoring category. For example, if three road wheels are in excellent condition and receive no deductions and the fourth is in very poor condition and receives full deductions, the points should be divided between the four.

Quality Point Inspection: Inspections include but are not limited to:

> ***Installation:*** Components do not fit neatly, as designed, or are visibly loose
>
> ***Appearance:*** Components are neglected, finished poorly, leaking, or covered in leakage from another component, heavily oxidized or undercoated, excessively worn, filthy, or display evidence of unrepaired or poorly repaired collision damage
>
> ***Fitting and Sundry Parts Condition:*** Small fittings such as clips, exhaust hangers, brake and fuel lines, and attachment hardware are excessively grimy, pitted or oxidized

TR2-TR3B	Class:	Reg #:
CHASSIS	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Chassis - 15 Points	Max Ded. Allowed	Originality Deductions
	10	**Frame**	Assembly	10	
	2		Finish	2	
	2	**Radiator Crosspiece**	Component	2	
	1		Finish	1	
			Exhaust System - 8 Points		
	5	**Exhaust System**	Component Type (number & size of silencers)	5	
	2		Attachment Hardware	2	
	1		Finish	1	
			Fuel & Brake Lines - 6 Points		
	2	**Fuel Lines**	Lines	2	
	1		Routing, Mounting Hardware, Finish	1	
	2	**Brake Lines**	Lines	2	
	1		Routing, Mounting Hardware, Finish	1	
			Front End - 10 Points		
	5	**Brakes**	Lockheed vs. Girling	5	
	1		Finish	1	
	1	**Suspension**	Period	1	
	1		Finish	1	
	1	**Lower Steering**	Period (Castellated)	1	
	1		Finish	1	
			Rear End - 9 Points		
	2	**Brakes**	Lockheed vs. Girling, Size	2	
	1		Finish	1	
	2	**Suspension**	Assembly	2	
	1		Finish	1	
	2	**Rear Axle Assembly**	Mayflower vs. Vanguard	2	
	1		Finish	1	
			Drive Train - 9 Points		
	2	**Propeller Shaft**	Assembly	2	
	1		Finish	1	
	3	**Transmission**	Assembly	3	
	2		'LO' Car without overdrive	2	
	1		Finish	1	

TR2-TR3B	Class:	Reg #:
CHASSIS	Year/Model:	
Score Sheet	Commission #:	
	Owner(s):	

Quality Deductions	Max Ded. Allowed		Road Wheels - 32 Points	Max Ded. Allowed	Originality Deductions
	6	**Wheel**	Assembly	6	
	2		Finish	2	
	6	**Hub Caps & World Globe**	Hub Caps, Medallions	6	
	2		Finish	2	
	6	**Wire Wheel Knockoffs**	Component	6	
	2		Finish	2	
	6	**Tires**	Period	6	
	2		Finish	2	
			Other - 11 Points		
	6	**Wheel Arches**	Panels	6	
	2		Front Sealer Plates and Rubber Seals	2	
	1		Finish/Coating	1	
	1	**Underbody**	Panels	1	
	1		Finish/Coating	1	

Comments:

Total Originality Deductions	0
Total Quality Deductions	0
Total Deductions	0

Chassis Originality Guide

Documented engineering and specification changes are subject to significant margins of error because of the mass production processes used in TR assembly. Reference materials are not absolute gospel. Unless otherwise excluded for specific components, ***a margin of error of 100 commission numbers should be applied throughout.***

The structure of the *Chassis Originality Guide* follows the *TR2-3B Chassis Scoresheet.* Engineering changes are noted in each section where appropriate. A summary of these changes is provided below.

Originality Deductions

The scoresheet outlines the maximum points per category that may be deducted for deviation from originality.

> ***Incorrect Component:*** The (or a) primary component is not original to the model.
>
> ***Major Assembly Deviation:*** A portion of the assembly is not original. A wrong variation of the component is installed or an improper substitute is installed.
>
> ***Minor Deviations:*** A minor portion of the assembly is incorrect or missing.
>
> ***Judges may not remove or disassemble components and must avoid contact with the car.***

Chronological Summary of Chassis Engineering Changes

TR2

January 1954: Optional wire wheels available

TS1869: Upgraded disc wheels

TS1927: Upgraded lug nuts

TS2532: Exhaust silencer increased to 24”

TS3174: Rear spring change

TS3512: Radiator protection crosspiece fitted

TS4310: Infill stiffening plates added to chassis, exhaust mounting altered

TS4699: Frame bracket for rear shock changed

TS5443: Rear brakes increased to 10” diameter

TS5777: Steering column brace added from column to chassis cross-tube

TR3

TS9122: Front lower suspension A-frame bearings changed to nylon with steel sleeves

TS11385: Rear silencer added to exhaust

TS13046: Brake system now Girling, rear axle now 'Vanguard III' type, wire wheel hub adaptor added

TS15497: Fuel line around fuel tap simplified. fuel tap eliminated

TS15706: Tailpipe changed possibly from chromed to aluminum finisher

TR3A

TS22014: Stiffening bracket added between trunnion and bumper mounting bolt, disc wheels now painted silver

TS26904: Softer rear springs fitted to passenger side

TS27689: Front disc brake dirt shield added

TS56377: Front brake calipers change to Girling split "B" for wire wheel cars. Rear drums decreased to 9"

TS56384: "B" type front calipers fitted to disc wheeled cars

TS60000: Change in body tooling causes change in fuel tank design and fuel line routing.

Chassis

From TS3512, a cross-piece was added to protect the vulnerable lower radiator tank. This was painted black.

From TS4310, the chassis was stiffened by infill plates at the center of the cruciform frame.

From TS4699, reinforcing plates were added to the rear shock mounting brackets (*Service Bulletin Sports/2/J*: *Nov.1954).*

Chassis Finish: The chassis may be painted black or in a body color contemporary to the car.

Exhaust System

From TS2532, the 18" exhaust silencer was lengthened to 24."

From TS4310, the forward mounting assembly was changed to accommodate the chassis improvements.

From TS11385, a second silencer or resonator was added to the rear of the system to further reduce noise.

From TS15706, tailpipe and tailpipe extensions were changed without detail *(SPCEd.4, pg. 62).* Period photographs support the long-held assertion that an internally fitted chromed tailpipe extension was superseded by one of externally fitted aluminum *(HWC, pg. 5).*

Although the *Spare Parts Catalogue* does not specify the deletion of tailpipe finishers, the number of surviving original cars and New Old Stock (NOS) exhaust systems with longer tailpipes observed over the years suggests these were not always fitted to sidecurtain cars. When this practice began is unknown, or at least undocumented by primary sources. Piggott suggests this occurred from TS22014, *(Piggott 2015, pg. 84)*, but it likely occurred much earlier.

Uncertainty persists regarding tailpipes and tailpipe finishers. For this reason, no deductions should be made for the presence, absence, or type of tailpipe finisher, so long as the tailpipe extends sufficiently beyond the body.

Exhaust Finish: Exhausts were of mild steel, initially left raw or sprayed with black paint. Later, the black paint changed to dull silver-aluminum. These applied finishes were of little value beyond minimizing oxidation during storage.

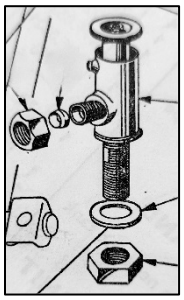
Do not deduct for correctly configured exhausts left in natural mild or stainless steel, painted black, or painted silver.

Fuel and Brake Lines

Chassis judging covers fuel and brake lines from the bulkhead (firewall) back and the brake lines of Girling front disc calipers. Lines within the engine compartment are covered by *Underhood.*

Unless specifically noted, in-depth scrutiny of individual fuel and brake line clips and sundry attachment hardware is beyond the purview of *Chassis* judging unless the hardware radically differs from factory practice or threatens the vehicle's safety.

Fuel Lines: Two notable changes in fuel routing occurred around the fuel tap when the surrounding fuel lines were simplified, and then ostensibly from TS15497 with the elimination of the fuel tap, though the fitting of fuel taps persisted well into TR3A production.



Fuel Tap

The second set of notable changes was from TS60000, when the body retooling required a routing change around the redesigned fuel tank.

Fuel Tank Ventilation Pipe: A steel ventilation tube ran from the top of the fuel tank through a fuel line clip mounted on the outboard side of the chassis on the passenger's side forward of the rear fender stay support bracket to extend below the lower surface of the chassis.

Brake Lines: The most notable braking line routing change occurred from TS13046, when the braking system changed from Lockheed to Girling.

Do not further deduct if the brake lines run consistently with a previously deducted incorrect braking system or braking system change (Lockheed vs Girling.)

Brake and Fuel Line Finish: Hard brake and fuel lines were bright steel, with bright or natural fittings. Soft lines remained in the suppliers' finish. Clips were bright, brass, or black.

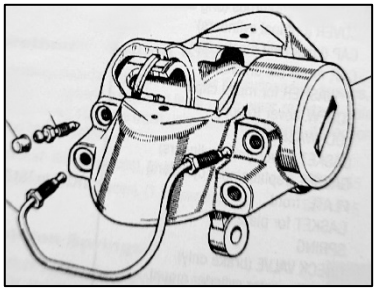
Front Brakes, Suspension, and Lower Steering

This section combines some component finishes with engineering changes.

***Front Brakes*:** *From TS1*, the front brakes were 10" Lockheed drums sprayed black. Brake lines and mounting hardware remained in the suppliers' finish. Brake drum inspection plugs were black or bright.

From TS13046, Girling discs replaced the Lockheed front drums. Calipers, rotors, and hard lines remained unfinished. Soft lines and attachment hardware remained in the suppliers' finish.

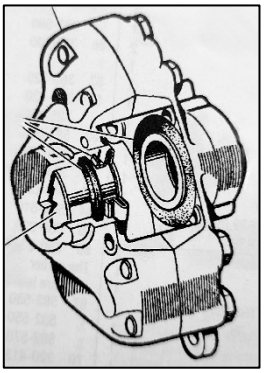
Do not deduct for discreetly applied finishes to major components approximating natural metal.



Pre-TS56377 Girling Disc

From TS27689 (wire wheel) and TS276858 (disc wheel), dirt shields were added to disc brake units *(TSOAHb, pg. 115).*

From TS56377 (wire wheel) and TS56384 (disc wheel), smaller and more efficient Girling split 'B' calipers replaced the earlier units. These also remained natural.



Girling Split "B"

Front Suspension: Three notable front suspension changes occurred:

From TS5777, an added brace to the chassis cross-tube stiffened the lower steering column.

From TS9122, the rubber lower control arm bushes were replaced by nylon bearings with steel sleeves.

Upgrades to earlier cars are accepted.

From TS22013, a stiffening bracket was added between the lower steering trunnion bracket and the bumper mounting bolt.

Front Suspension Finish: Front suspension and lower steering components were sprayed black, though some steering idlers may have remained in natural cast metal. Bushings, rubber components, and spring packings were natural. Shock absorbers remained in the suppliers' finishes, typically black or blue. Identifying markings may be present.

Mounting hardware remained in the suppliers' finish. Black oxide or similar is recommended for 'Grade 8' equivalent setscrews and specialty bolts, and natural or clear cadmium for others.

Do not deduct for black, bright, or stainless-steel hardware of correct configuration. Original markings are not required.

Castellated Nuts: Slotted castellated nuts secured some lower suspension components including the ball joint, upper wishbone, and lower trunnion. The spring pans were bolted to the lower wishbones with castellated nuts until the late TR3A and TR3B when Nyloc nuts were used *(SPCAd3, pg. 2).*

Rear Brakes, Rear Suspension, and Rear Axle Assembly

Rear Brakes: The rear brakes were drums.

From TS1, the rear brakes were Lockheed, with 9" drums.

From TS5443, the Lockheed rear drums increased to 10" diameter.

From TS13036, the braking system changed to Girling with 10" diameter drums.

From TS56377, the Girling rear drums were reduced to 9" corresponding to the change to 'B' front calipers.

Rear Suspension: The rear suspension changed little during production.
From TS3174, the front portion of the rear springs was stiffened "to meet the demands of rally conditions" *(Service Bulletin Sports/1/ H: Feb. 1955)* notable by the addition of a second clip.

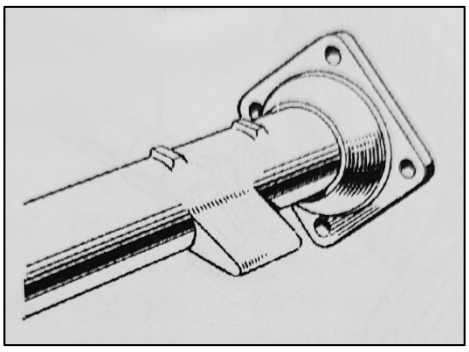
Retrofitting of newer springs to early cars is acceptable;
fitting earlier springs to later cars is not.

From TS26904, a softer rear spring replaced the one on the passenger's side to balance increased wear to the driver's side spring.

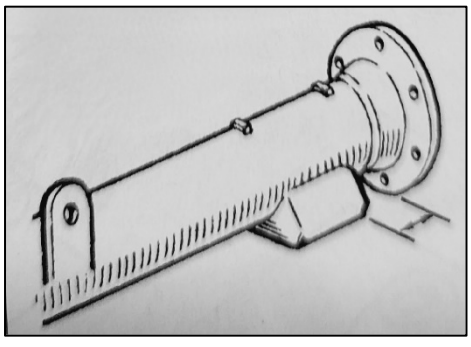
Rear Suspension Finish*:* Rear suspension components were sprayed black except the rear shock absorbers, which might be black, natural, or natural with black painted arms. Mounting hardware and sundry parts remained in the supplier's finish, bright, natural, or black. Markings may be present, such as leaf springs stenciled with part numbers in red or white, or slashes of red paint on 'soft' springs.

Rear Axle Assembly**:** *From TS1*, the rear axle assembly was the 'Mayflower' type identified by its squared flange with four mounting bolts.

From TS13046, the sturdier 'Vanguard III' rear axle replaced the fragile 'Mayflower' axle concurrently with the braking system change, and is easily identified by its round flange with six mounting bolts.



"Mayflower" type rear axle



"Vanguard III" type rear axle

Rear Axle Finish: Rear axles were sprayed black with identifying markings possible, such as green paint splotches (3.7:1 ratio) and green and white splotches (4.1:1 ratio) on the rear cover. Attachment hardware and sundry parts remained in the original suppliers' finish.

Propeller Shaft and Transmission

Alternate propeller shafts are listed (Part Numbers 201940, 201946) without detail *(SPCEd.4, pg. 40).* The sleeved yoke should be mounted forward, on the transmission end.

Cars with 'LO' commission numbers should have overdrive transmissions; cars with 'L' commission numbers may be retrofitted with overdrive transmissions. Transmissions should be clean and reasonably free of leaks or grime.

Propeller Shaft and Transmission Finishes*:* Propeller shafts were painted black. Universal joints may be black or natural. Transmissions were natural aluminum, though some early TR2 units have been painted silver.

Make no further deductions if previous deductions have been made for incorrect transmission paint.

Road Wheels and Tires

Wheels: *From TS1*, the road wheels were 15x4 inch disc wheels painted to match the body of the car.

From January 1954, wire wheels were optioned. These were 15x4 inch 48 spoke Dunlops typically painted 'Dunlop Wheel Siver' though lacquer, aluminum, bright and dull chrome are listed in the *Spare Parts Catalogue.*

Evidence supports the dealer spraying of wire wheels in body color.
Make no deductions for wire wheels painted body color.

During TR3A production, 60 spoke wire wheels were offered as high-speed equipment finished in lacquer, aluminum, bright and dull chrome *(SPCEd4, pg. 143).*

Do not deduct for 60 spoke wire wheels.

From TS1869 and TS1927, stronger wheels and lugs were introduced to improve the original wheels that could fracture under hard use.

From TS13046, a simpler bolt-on adapter with shorter lug nuts replaced the earlier 'hub, peg, and collar' wire wheel attachment arrangement.

From TS22014, disc wheels were ostensibly finished in 'Dunlop Wheel Silver' rather than body color, though the earlier practice persisted into TR3A production.

Do not deduct for post TS22014 cars fitted with body color disc wheels.

Knave Plates (Hub Caps): Chrome knave plates fitted to disc wheeled cars remained the same throughout production. An unspecified change occurred with the 'globe' center medallions from TS13046 *(SPCEd.4, pg. 40),* which has long been held to be the change from chrome and cloisonne (enamel) finish to painted alloy. This seems more likely a reflection of alternate suppliers than a complete supersession, as the vast majority of undisturbed original sidecurtain cars fitted with disc wheels have chromed and enameled medallions.

Pre TS13046 cars should have enameled medallions; post TS13046 cars may have enameled or painted medallions.

Wire Wheel Locking Nuts (Knockoffs)*:* These remained the same throughout production, two-eared, chrome over brass and deeply stamped with text and arrows to signify right or left 'hand.' The markings should not be filled in with black paint.

Tires: An exhaustive review of the tires offered during sidecurtain TR production is beyond this document. Various 5.50x15 Dunlops predominated until superseded by 5.90x15s in 1958. Whitewalls were optional, as well as Michelin 155-15 'X' radials from 1955.

Tires are consumable and critical to the safety of the car. Any tires approximating those fitted originally are acceptable, including 165-15 radials. Whitewalls should approach the style of the period.

Redline tires are unacceptable.

Wheel Arches and Underbody Paneling

Underbody Finish: Wheel arches and underbodies were sprayed in body color, including the bulkhead sealer plates and rubber seals, though some late cars may have had these attached after painting. In such cases, the plates were painted black with natural black rubber seals and attachment hardware remained in the suppliers' finish.

Underbody paint was often applied sparingly, and rarely possessed the depth or gloss of the upper body. Some cars (TR3As in particular) had a thin line of brownish/yellowish/blackish 'Waxoyl' or a similar coating applied along the seams between the fenders and the wheel arch sections of the body tub. Factory build records occasionally cite 'Waxoyl coating', which may refer to this practice, though some 'documented' survivor cars having this coating lack such a reference on their records.

Judges should not deduct for underbody panels with thin or uneven paint, or traces of underlying red primer or black sealer. Excessive or universal 'aftermarket' undercoating is unacceptable.

Radiator Overflow Tube Clip*:* Some cars had a 'barrel type' line clip attached to the inboard right front inner fender to steady and position the lower end of the radiator overflow drain tube. The attachment 'wings' of the clip protrude through the hole in the inner fender and are visible from outside the car.

Make no deductions for the presence or absence of this clip.

Some Notes on Chassis Accessories

Myriad factory and aftermarket high speed and handling accessories were available to TR enthusiasts when the cars were new. ***Do not deduct for accessories contemporary with or consistent with the era of the car's manufacture. Examples include but are not limited to:***

Front Anti-roll Bars

Torsion Bars

Undershield Kit

Uprated shock absorbers

Skid Plate

Aluminum Sump

Rear Wheel Spats (wheel arch covers)

Rim Embellishers (trim rings)

Stiffer Front Springs

Aluminum (Al-fin) Brake Drums

Appendix

1. Acknowledgments
2. Citations
3. Master Scoresheet
4. Summary Index of Engineering Changes
5. Production Figures
6. Local Chapter List
7. Membership Application

Acknowledgements

The *Judging Standards and Restoration Guidelines* were developed and drafted in increments over several years, with the *Exterior* section entering service in June, 1989, and last; *Chassis*, in June 1993. Over the years, several revisions were adopted as additional information was discovered or confirmed.

Exterior

First Edition: June 1989

Principal Authors and Contributors: Joe Richards (COCTRA) and John Gabel (COCTRA)

Underhood

First Edition: June 1990

Principal Authors and Contributors: John Gabel (COCTRA), Tom Householder (COCTRA) and Joe Richards (COCTRA)

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Interior

First Edition: June 1991

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Reviewers and Contributors: John Gabel (COCTRA) and Joe Richards (COCTRA)

Chassis

First Edition: June 1993

Principal Author and Contributor: John Warfield (Mason-Dixon TRA)

Reviewers and Contributors: John Gabel (COCTRA) and Joe Richards (COCTRA)

Citations

(SPCEd3): Triumph TR2 & TR3 Models Spare Parts Catalogue, Edition 3, (Part No. 501553/USA), Triumph Motor Car Limited, Coventry, UK

(SPCEd4): Triumph TR2 & TR3 Models Spare Parts Catalogue, Edition 4, (Part No. 501553/USA), Triumph Motor Car Limited, Coventry, UK

(SPCAd3): Triumph Sports Car Spare Parts Catalogue Addendum No. 3, June 1962

(HWC): Stanpart Hardware Catalogue for use with Triumph Vehicles (Publication Part No. 514264), Standard-Triumph Sales Ltd, Coventry, UK

(TSOAHb): Triumph Sports Owners' Association Handbook, 2nd Edition

(*Service Bulletin):* Standard Triumph Service Bulletins

(Piggott): Piggott, William, *Original Triumph TR2/3/3A,* Bay View books Ltd, Devon, UK, 1998

(*Piggott2015)* Piggott, William, *Original Triumph TR,* Herridge & Sons Ltd, Devon, UK, 2015

(Wakeman): Wakeman, TeriAnn, TeriAnn's Triumph Web Pages, www.TR3A.info, 2023

TR2-TR3B Master Scoresheet	Class:	Reg. #
	Year/Model:	
	Commission #:	
	Owner(s):	

Area	Points		Deductions		Unadjusted Score		Weight		Adjusted Score
Exterior	100	–	0.00	=	100.00	X	0.25	=	25.00
Underhood	100	–	0.00	=	100.00	X	0.30	=	30.00
Interior	100	–	0.00	=	100.00	X	0.30	=	30.00
Chassis	100	–	0.00	=	100.00	X	0.15	=	15.00
						Grand Total (100)			100.00

Computing Score:

1. Total the **Originality Deductions** on the area worksheets and enter in the **Total Originality Deductions** box at the bottom of the worksheet.

2. Total the **Quality Deductions** on the area worksheets and enter in the **Total Quality Deductions** box at the bottom of the worksheet

3. Add the **Total Originality Deductions** and **Total Quality Deductions** and enter in the **Total Deductions** box at the bottom of the worksheet.

4. Record **Total Deductions** from area worksheets in the **Deductions** column of the **Master Scoresheet**.

5. Subtract the **Deductions** total from the **Points** (100) and record the number in the **Unadjusted Score** column.

6. Multiply the **Unadjusted Score** by the **Weight** for that area.

7. Round the result to the nearest 100th point (i.e., 12.345 is rounded up to 12.35 and record in the **Adjusted Score** column.

8. Add the **Adjusted Score** from each area and record in the **Grand Total** box. A perfect score would be 100.

Summary Index of Engineering Changes - TR2 Through TR3B

Commission No.			Category	Engineering Change
TS	***1***			***TR2 Introduced***
TS	1		Exterior	Recessed chromed Mazak (pot metal) or polished aluminum grill and chromed alloy crank guide within front apron, narrow headlamp rims held by screws, Lucas 488 front indicator lamp with 'flat' glass, aluminum 'four-slot' bonnet with rivets on front and rear braces and cable release, 'long' doors without handles, narrow windscreen wiper spindle spacing, lack of scuttle vent, painted wiper motor spindle plinths, 'collar and nut' wiper arm fitting, Dzus mounted windscreen frame, 'soft' body color fender welting, 'square' Lucas Model 471 tail/flasher lamps with or without suspended reflectors, Lucas 525 brake/tag lamp with plastic lens, aluminum spare tire compartment cover, boot lid with center lock and Dzus releases
TS	1	TS3E	Underhood	Large commission plate, cable operated hood release, braided negative battery and starter leads, Lucas type CRT windscreen wiper motor on passenger (right) side, open fuse box, Lucas type RL2 flasher mounted horizontally above voltage regulator, 'long' starter, C39 'banded' generator, Lucas B12 'black' coil, cloth braided wiring harness, black lacquer braided black speedometer and tachometer cables, Lockheed braking system, low port head with H4 AUC721 carbs, rigid banjo type fuel line, black painted valve cover with push fit breather cap at front, early type radiator and thermostat housing with filler cap on thermostat housing, bypass pipe with short straight hoses, petrol tap fitted, pedal box blanking plate on passenger's side, steering blanking plate
TS	6	?	Underhood	Filler cap on thermostat housing replaced by a blanking plate, filler moves to radiator extension
TS	Jan. 1954		Underhood	Flasher unit mounting shifts from horizontally above voltage regulator to vertically right of control box
TS	Jan. 1954		Chassis	Optional wire wheels available
TS	414		Underhood	Cooling bypass pipe shape changed; hoses now curved rather than straight
TS	550		Underhood	Bonnet buffer assembly added to front drip channels
TS	580	Approx	Exterior	Aluminum bonnet and spare tire compartment change to steel
TS	954		Underhood	Two-speed windscreen wiper motor available as option
TS	995		Exterior	Wiper spindle distance increase from 10 ½ to 14 ½ inches
TS	1201		Interior	Paint and trim schemes revised
TS	1201E		Underhood	Radiator with 'centered' water outlet and 'double' thermostat housing changed to radiator with offset outlet and 'single' thermostat housing
TS	1307		Exterior	Rounded Lucas 549 tail/flasher lamp replaces 'square' Lucas 471
TS	1390		Interior	'Tie rod' stiffener brace added from steering column to fascia support stay
TS	1869		Chassis	Upgraded disc wheels
TS	1871		Exterior	Scuttle panel tonneau pegs moved rearward to fasten through scuttle roll trim
TS	1871		Interior	Tonneau cover changed
TS	1927		Chassis	Upgraded lug nuts
TS	2532		Chassis	Exhaust silencer increased to 24"

Summary Index of Engineering Changes - TR2 Through TR3B

Commission	No.		Category	Engineering Change
TS	3174		Chassis	Rear spring change
TS	3288		Interior	Battery box drain tube introduced
TS	3288		Underhood	Battery drain tube and rubber pads added
TS	3512		Chassis	Radiator protection crosspiece fitted
TS	3513		Interior	Tenax fasteners replace “baby” Tenax fasteners on the hood, sidecurtains, tonneau cover and hoodstick cover
TS	3514		Exterior	Full size Tenax fasteners replace ‘baby’ Tenax
TS	4002		Exterior	‘Short’ doors replace ‘long’ doors, lower seal changed
TS	4228		Underhood	Dzus hood releases replace cable system
TS	4229		Exterior	Dzus bonnet fasteners replace cable system
TS	4229		Interior	Dzus fasteners replace remote control hood release
TS	4307		Interior	Three window hood replaces single window hood
TS	4310		Chassis	Infill stiffening plates added to chassis, exhaust mounting altered
TS	4699		Chassis	Frame bracket for rear shock changed
TS	5089		Interior	Black rubber footwell mats replace carpet
TS	5251	?	Exterior	Seal added to upper A-post
TS	5254		Interior	Factory hardtop optional, cars so equipped have sidecurtains with sliding rear panes
TS	5256		Interior	Lift-the-Dot fasteners replace Tenax fasteners except across the windscreen top rail
TS	5256		Exterior	Lift-the-Dot fasteners replace Tenax
TS	5443		Chassis	Rear brakes increased to 10” diameter
TS	5469		Interior	Shorter ‘enclosed’ screw type jack with separate ratchet replaces longer ‘open thread’ type
TS	5777		Underhood	Steady bracket added to lower steering tube
TS	5777		Chassis	Steering column brace added from column to chassis cross-tube
TS	6157		Interior	Scuttle vent introduced
TS	6157		Exterior	Scuttle vent introduced; bonnet cooling slots reduced to two
TS	6266		Interior	‘Barrel’ type overdrive switch replaces push-pull type
TS	6500	Approx	Exterior	‘Two-slot’ bonnet replaces ‘four-slot’ bonnet with either flanged rear edges or stiffener rivets to the rear brace
TS	7229		Exterior	Chromed bonnet hinges introduced
TS	Late TR2	point unknown	Exterior	Cutouts introduced to upper sides of front apron to increase airflow to upper engine and carbs; chrome ‘3 sided’ reveal molding added to the front apron recess lip

Summary Index of Engineering Changes - TR2 Through TR3B

Commission No.			Category	Engineering Change
TS	***8637***			***TR3 Introduced***
TS	8637		Exterior	Polished aluminum grill set in front of apron, two pieced chromed surround molding at apron aperture lip, front apron badge changed to 'TR3', 'hard' stainless fender beading, chromed bonnet, and boot hinges
TS	Mar-56		Exterior	Grand Touring Kit offered per Service Bulletin, 'special' sidecurtains replace typical, external door handles fitted which differ from later TR3A. (Piggott. pg. 106)
TS	Mid TR3		Underhood	Boot style steering blanking seal with CS type hose clamp replaces flat seal and steel plate
TS	Mid TR3		Underhood	Commission number plate changes from '20TR2' to '20TR3'
TS	Late TR3		Underhood	Large commission plates cut in half
TS	8637		Interior	Sliding window sidecurtains introduced, contrasting piping for some interior colors introduced, seat pan front lips now vertical instead of angled, passenger seat back pivots forward, optional occasional seat introduced, tachometer and speedometer specification changed, tonneau trim panels changed, paint and interior trim schemes revised
TS	8637		Underhood	Chromes rocker covers fitted on some cars, lower steering column steady brace changed
TS	8997E		Underhood	SU H6 AUC786 1.75" carburetors replace 1 ½:" H4s, manifold & air cleaners change to accommodate, flexible fuel line replace rigid
TS	9122		Chassis	Front lower suspension A-frame bearings changed to nylon with steel sleeves
TS	9350E		Underhood	Intake manifold changed, Le Mans low port head introduced,
TS	9721E		Underhood	Flexible float mount introduced
TS	9843		Underhood	Access band deleted from generator
TS	9894		Underhood	Lucas Type FL3 flasher unit replaces long and thin Type FL2
TS	9952E		Underhood	Oil filter flange thickened to 5/8"
TS	10545		Underhood	Gray plastic speedometer and tachometer cable sheathing replaces black fabric sheathing
TS	10546		Interior	Speedometer and Tachometer change
TS	10800		Interior	Paint and Interior trim schemes revised
TS	11385		Chassis	Rear silencer added to exhaust
TS	11812		Underhood	'Bright' Lucas HA12 coil replaces 'black' B12 (#45012)
TS	12567		Underhood	Lucas DR2 windscreen wiper motor replaces CRT and is now mounted on the left side
TS	12568		Exterior	Windscreen wiper arms change to splined push-fit, wiper arm plinths now chrome
TS	12606E-13052E		Underhood	High port head introduced
TS	12650E		Underhood	Full flow oil filter introduced
TS	12819		Underhood	Front carb vacuum line connection changed
TS	13046		Underhood	Girling hydraulics replace Lockheed
TS	13046		Chassis	Brake system now Girling, rear axle now 'Vanguard III' type, wire wheel hub adaptor added

Summary Index of Engineering Changes - TR2 Through TR3B

Commission No.			Category	Engineering Change
TS	15000	Approx	Exterior	'**TRIUMPH**' moldings appear on some US market rear aprons
TS	15497		Underhood	Push fit rubber fuel line from tap to pump replaces braided line
TS	15497		Chassis	Fuel line around fuel tap simplified. fuel tap eliminated *TS15706:* Tailpipe changed possibly from chromed to aluminum finisher
TS	15601		Exterior	U.S., Dutch, Belgian market cars now wired with combined tail/stop lamps, separate Lucas Model 594 flasher (indicator) lamps mounted to rear apron on body color alloy plinths, chromed Lucas Model 467 number plate lamp replaces Lucas Model 525 number plate/stop lamp
TS	15706		Chassis	Tailpipe changed possibly from chromed to aluminum finisher
TS	16473		Exterior	Rear apron on U.S., Dutch and Belgian market cars changed to include integral pressed plinths for turn signal lamps
TS	17341		Exterior	'Domed' Lucas Model 594 front flasher lamps replace 'flat' Lucas Model 488s
TS	18092E		Underhood	Square headed steel 'plumbing' type sump drain plug replaces brass hex head
TS	18230E		Underhood	Chrome rocker cover now standard for all markets
TS	18913		Exterior	Rear number plate, flasher (indicator), and flasher (stop/tail) lamp arrangement from TS16473 is now standard in all markets
TS	18913		Underhood	Battery cable changed, possibly to black plastic sheathing
TS	20310		Underhood	Brake restrictor valve added
TS	***22014***			***TR3A Introduced***
TS	22014		Exterior	Revised front apron with wide-mouthed grill, recessed headlamp nacelles, clamp type headlamp rims replace narrow screw type, ribbed chrome letters spelling '**TRIUMPH**' across front apron instead of front apron badge, crank guide now painted body color, revised front bumper, bumper brackets and overriders, external doorhandles, combined boot handle and lock with Dzus locks on boot lid eliminated (some exceptions), **TRIUMPH** rear apron 'bar' badge standardized
TS	22014		Interior	Seat pattern changed, occasional rear seat cushion changed and rear squab board deleted, door panel and door pull arrangement changed, door edge roll trim now has chromed buttons, rear bulkhead and tonneau panels changed, boot millboard now black on all models, carpet pattern changed and black 'hardura' mat replaces boot carpet. Contrasting piping introduced (except for some neutral colors like Gray and Stone) for seats and occasional seats, rear wheelarch covers, door, tonneau, and rear bulkheads panels, furflex 'fuzzy' draught excluders replace vinyl, center instrument panel now black 'crackle' paint, paint and interior trim schemes revised, starting handle changed
TS	22014		Chassis	Stiffening bracket added between trunnion and bumper mounting bolt, disc wheels now painted silver
TS	22530		Exterior	Rivets deleted on bonnets without flanged edges
TS	23920		Exterior	Boot handle/lock standardized, Dzus fasteners deleted
TS	24145		Exterior	Minor revision of horizontal slats in grill to improve cooling (factory replacements performed gratis)
TS	26000-40000		Underhood	Split steering column introduced

Summary Index of Engineering Changes - TR2 Through TR3B

Commission No.			Category	Engineering Change
TS	26904		Chassis	Softer rear springs fitted to passenger side
TS	27689		Chassis	Front disc brake dirt shield added
TS	28826		Interior	Dzus sidecurtains replace wedge type, sidecurtain mounting bracket change, snap added to door panel
TS	29001		Interior	Paint and interior trim schemes revised
TS	29098		Interior	Speedometer and tachometer positions reversed. Speedometer is now on the right
TS	32586		Exterior	Wide clip fit headlamp rims replace clamp type
TS	32833		Interior	Chromed bolts on scuttle for pre-fitted competition screens deleted
TS	32833	?	Underhood	Passenger side pedal box blanking plate deleted
TS	34311		Underhood	Brake and clutch pedal travel adjusting screws deleted on some cars, minor changes to clutch and brake master cylinders, clutch and brake master cylinder line adaptors deleted, brake cylinder to 5- way line change (no details)
TS	35350		Interior	Nylon loop carpet replaces cut pile
TS	38177		Underhood	Distributor lead changes
TS	40000	Approx	Underhood	Push fit fuel pipes/hoses replace banjo fittings, carburetors change from H6 AUC786 to H6 AUC878
TS	40104		Exterior	Body color painted fiberboard air deflector fitted behind front apron, retrofitted gratis by dealers upon request
TS	41744		Interior	Lift-the-Dot peg added to tonneau rim capping
TS	41878		Exterior	Front apron badge changes to blue and white
TS	42400		Interior	Sliding ashtray now standard equipment
TS	43000	Approx	Interior	Panel rheostat available for U.S. market cars, panel switch now on top
TS	50001		Underhood	Gearbox changes, 'short' starter fitted
EB	54355	Body #	Exterior	Door hinges change to steel
TS	56377		Chassis	Front brake calipers change to Girling split "B" for wire wheel cars, rear drums decreased to 9"
TS	56384		Chassis	"B" type front calipers fitted to disc wheeled cars
TS	60000		Exterior	Wood eliminated from body construction, screw type windshield mounting replaces Dzus type, polished aluminum windscreen frames possible, lower rear corners of doors now rounded, 'filled' seam now visible between doglegs and rear saddle panel, boot seal lip changed and boot drip channels widened, boot lid braces change to 'tube' type, rear tire compartment deepened and boot floor raised in center to accommodate wider wheels
TS	60000		Interior	Major body retooling requires changes in carpet pattern, door panels, rear wheelarch covers, rear bulkhead and quarter casing panels, plastic surround on rear-view mirror introduced, panel rheostat introduced on Home Market cars
TS	60000		Underhood	Plastic wrapped wiring harness with 'Lucar' spade connectors introduced with corresponding change to electrical components, voltage regulator now mounted vertically, fuse box with snap on cover introduced, 'stepped' Lucas' type C40 generator with spade terminals introduced
TS	60000		Chassis	Change in body tooling causes change in fuel tank design and fuel line routing

Summary Index of Engineering Changes - TR2 Through TR3B

Commission	No.		Category	Engineering Change
EB	64561	Body #	Underhood	Body engineering change, no details
TS	70182		Interior	Amber flasher indicator lens changes to green
TS	71372		Underhood	Clutch slave cylinder mount changes
TS	72000	Approx	Exterior	Smooth front apron letters replace ribbed
TS	74331		Underhood	Thermostat housing changes, possibly to TR4 type
TS	77000		Interior	Paint and interior trim schemes revised
TSF	***1***			***TR3B Introduced***
TSF	1		Exterior	Bodies now built by Forward Radiator along post TS60000 TR3A lines
TCF	1		Underhood	2138cc TR4 engine fitted

Triumph Side-Curtain Production Figures

Model	Commisssion Numbers	Year(s) Built	Total Production	Notes
TR2	TS1 – 8636	1953-55	8,628	8 numbers were not used.
TR3	TS 8637 – 22013	1955-57	13,376	
TR3A pre 60K	TS 22014 – 59999	1957-59	35,942	At least 2,044 numbers were not used, TS 47956 – 5000.
TR3A post 60K	TS 60000 – 82346	1959-61	22,346	Total TR3A 58,288.
TR3B TSF	TSF1 – 530	1962	501	Last 29 were Italias.
TR3B TCF	TCF1 – 2804	1962	2,801	3 numbers were not used.
Summary		**1953-1962**	**83,594 approx.**	

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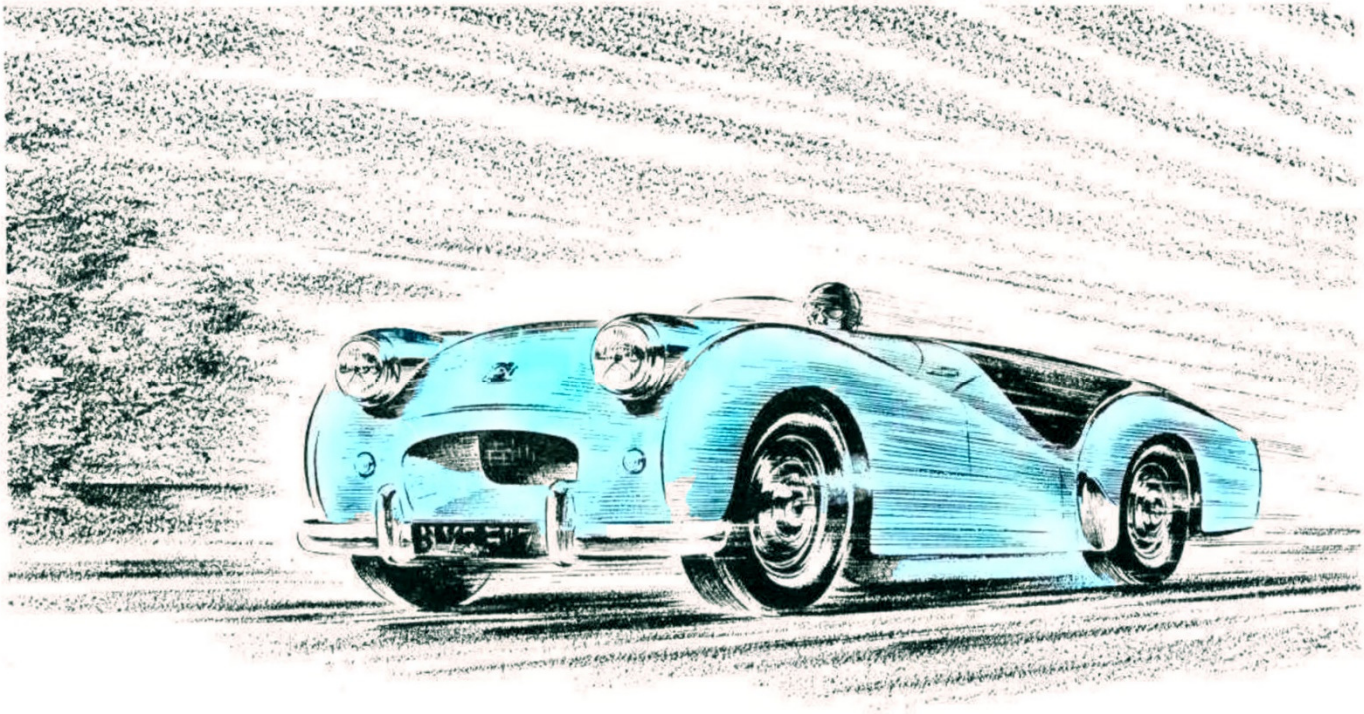

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