

Triumph Register of America



Concours d'Elegance

Judge's Guidelines

TR2 – TR3B

EXTERIOR

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 party 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:

<i>Exterior</i>	25 points
<i>Interior</i>	30 points
<i>Underhood</i>	30 points
<i>Chassis</i>	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 maximum 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:

Standard 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.

At the conclusion of the judging and with time permitting, the scoresheets will be reviewed by the Chief Judge and all team leaders. In the event of limited time, at a minimum, the review will comprise the top three cars in each of the Standard Class. This supplemental judging review is designed to ensure consistency among and between judging teams.

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 in the Standard class 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 Standard Class	TR3B Standard Class
TR3A 97 First Place Trophy, Gold Certificate, Best of Show	<i>No First Place</i>
<i>No Second Place</i>	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 Chief 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 Chief 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 Chief Judge.

Interaction With Spectators: Judges should avoid interaction with spectators while judging, particularly with matters regarding *Originality*. Spectator questions should be referred to the Chief 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 consistency and reduce the burden of individual judges. The ideal judging effort would be to have four judging teams each comprised of a lead judge, assistant judge, staff or novice judge and a scribe. At a minimum, a team should be comprised of an experienced lead judge, an assistant judge and a scribe for each of the four section areas 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* through *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 Chief 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 Chief 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* to the *Master Scoresheet*. When completed, the *Master Scoresheets* are presented to the Chief Judge for recording. The Official Scorer will then provide copies of the assembled section *Judging Scoresheets* and *Master Scoresheet* to participants upon request to the extent practicable.

Chief Judge

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



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

Quality Deductions	Max Ded. Allowed			Max Ded. Allowed	Originality Deductions
			Bodywork and Paint		
		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

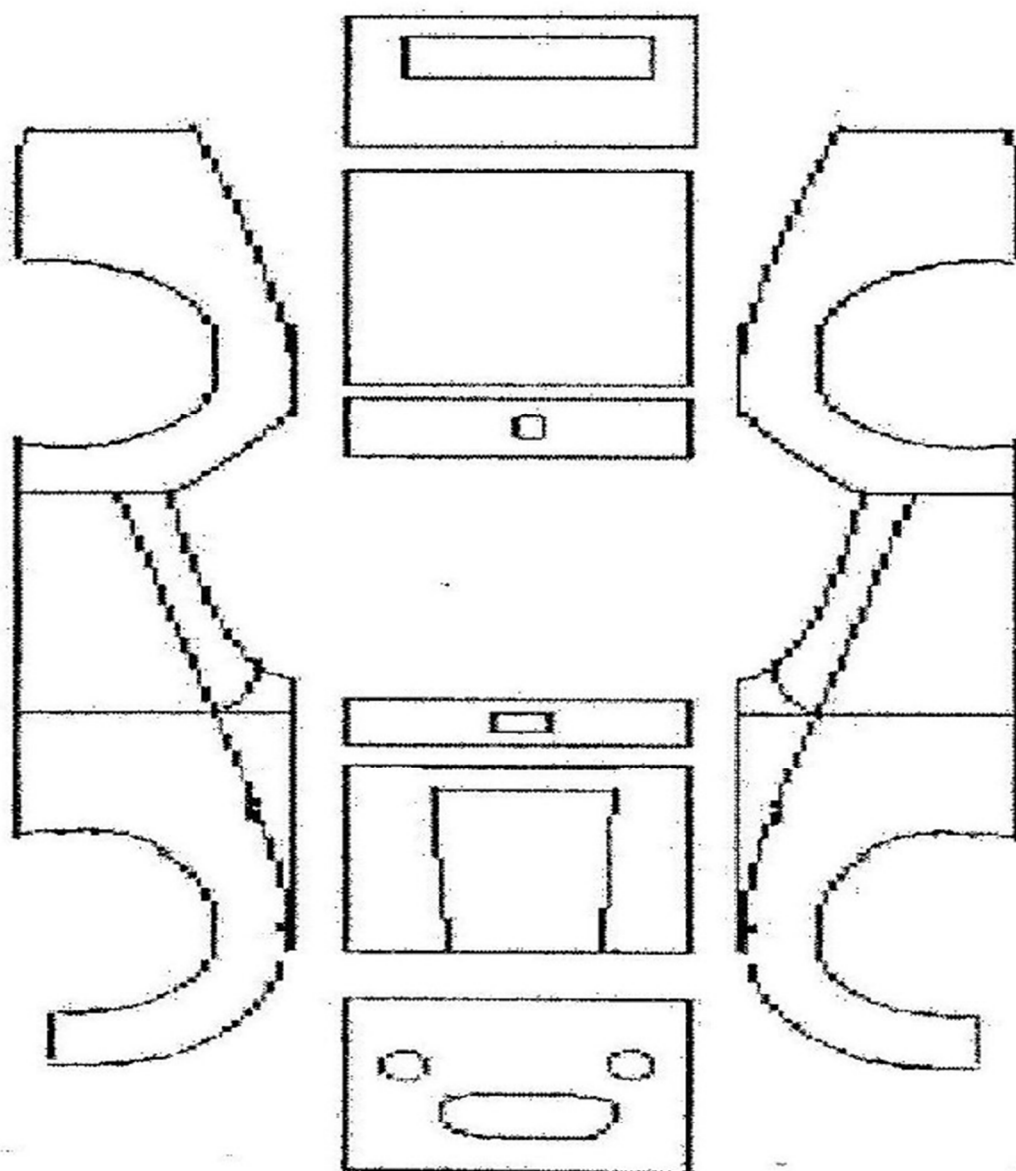
Comments:

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 or 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:

<i>Incorrect Component</i>	The (or a) primary component is not original to the model.
<i>Major Assembly Deviation</i>	A portion of the assembly is not original. A wrong variation of the component is installed or an improper substitute is installed.
<i>Minor Deviations</i>	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 overrides, 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 Number 552433), *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.

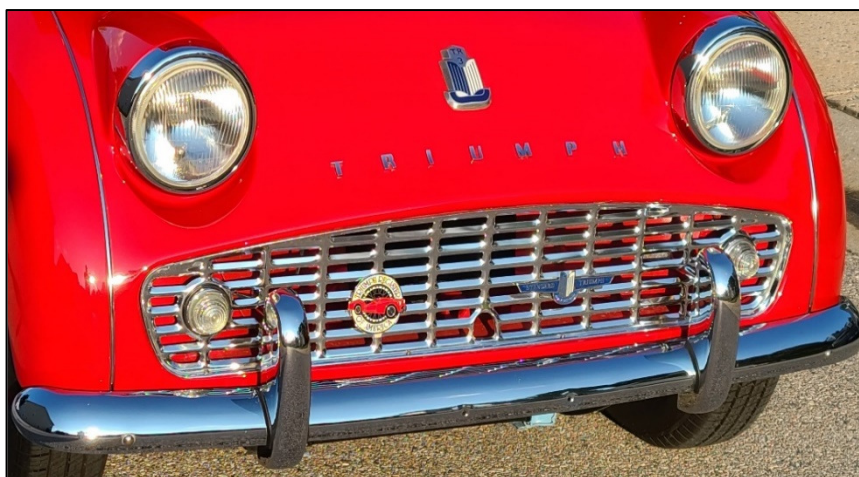
Exterior - Front Apron



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.

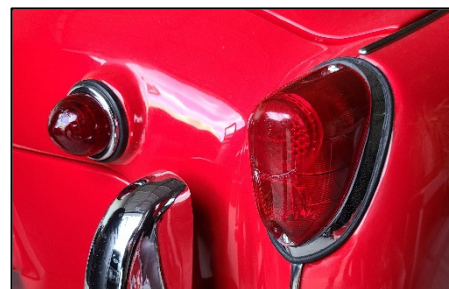
From TS16473, the rear apron was changed by adding pressed in plinths for the rear flasher (indicator) lamps. These have a more gradual arc at the base than the earlier alloy plinths.



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