Triumph Register of America

Concours d'Elegance

Judge's Guidelines

TR2 – TR3B

INTERIOR

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:

> *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**	*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 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 consistently 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* 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 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 t*o 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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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

TS3514: 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.

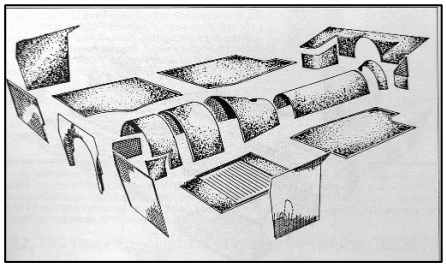
Very late in TR3A production or during TR3B construction, charcoal gray carpet replaced carpet dyed to match the trim on some cars, particularly those trimmed in red, blue, or black.

Carpet Pattern

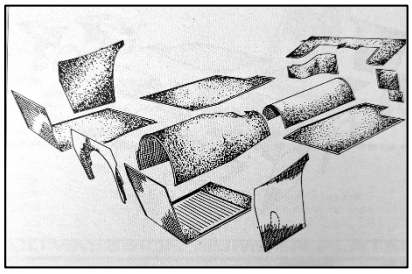
Carpets were hand cut, bound and fitted, so minor variations might exist between cars of a pattern and commission number range.

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.

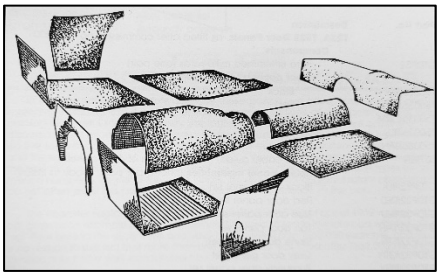
Some minor pattern variations are possible, but *The Roadster Factory* diagrams below represent those most often encountered.



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.