

Triumph Register of America



Concours d'Elegance

Judge's Guidelines

TR4 – TR4A

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.

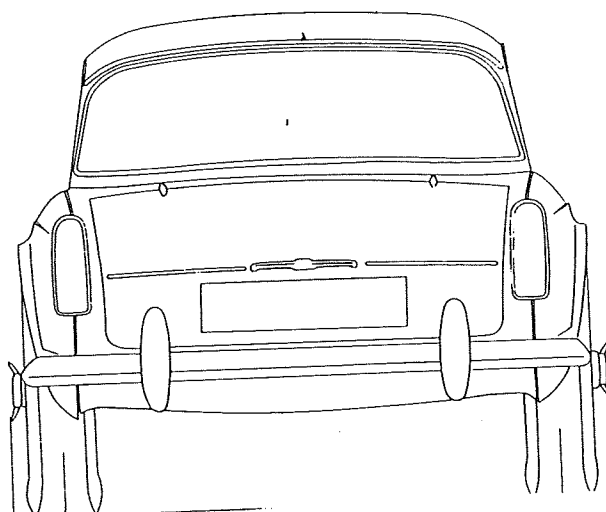
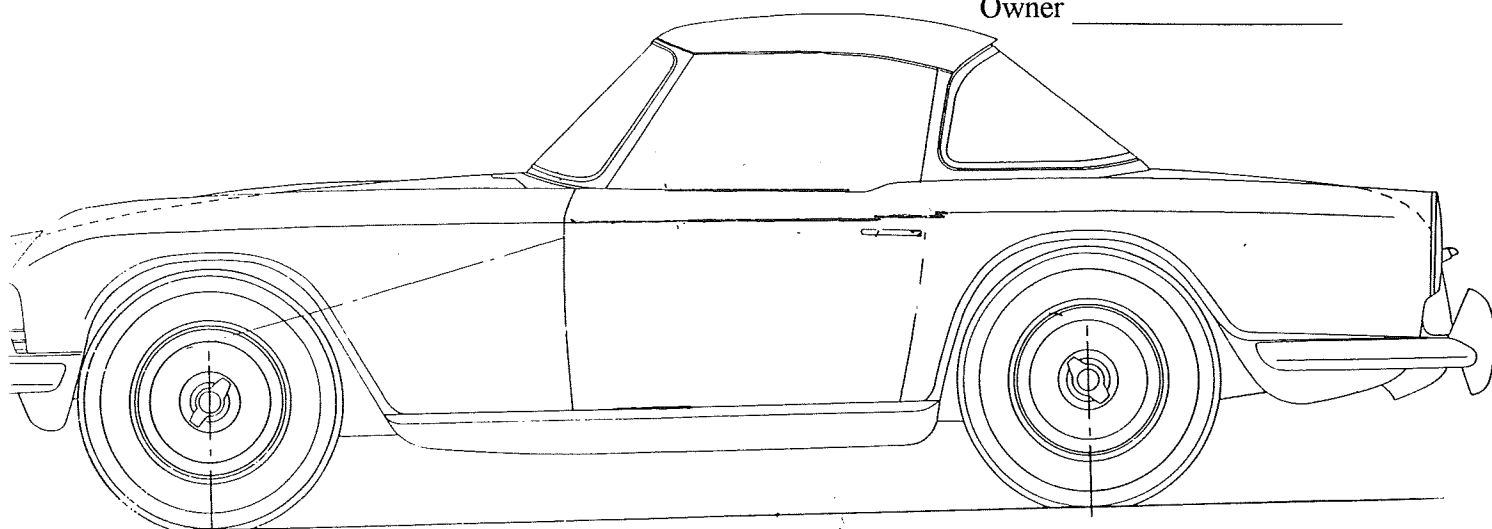
Chief Judge

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

Exterior Scoring: Bodywork and Paint Worksheet

Entry # _____

Owner _____



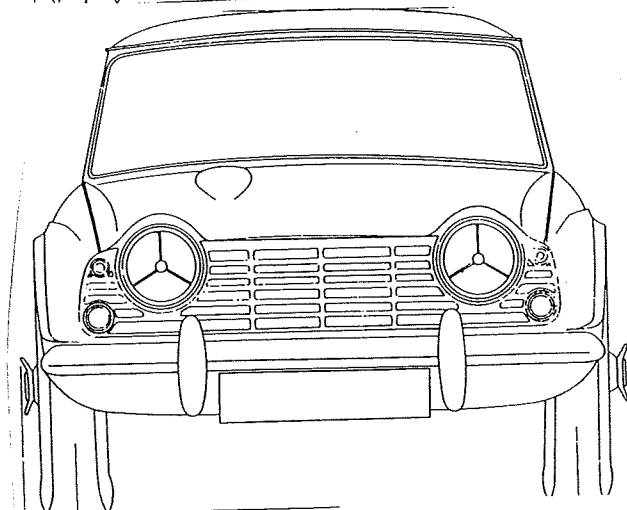
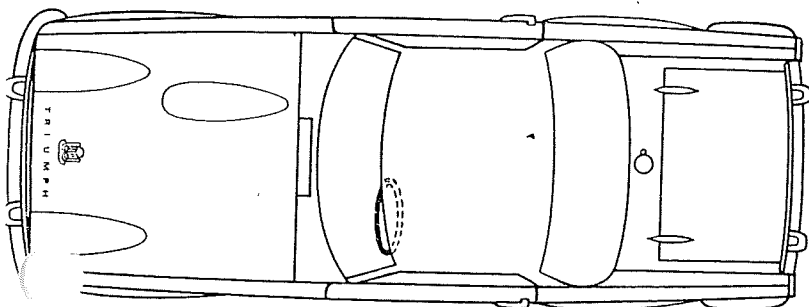
Annotations:

X Bodywork flaw

VVV Paint flaw

// Alignment flaw

Major flaws circled.



Bodywork, Alignment and Mountings- Judging Quality of Restoration

Scope. Bodywork, Alignment and Mountings inspection should concentrate on the condition of each component and should not include consideration of the surface paint condition. Rust or damage affecting bodywork, alignment, mounting 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 best possible score per panel category is zero; negative scores are not permitted. See point allocations possible by panel on Exterior Scoring sheet.

Points Deducted	Evaluation
No Points	* All surfaces smooth, free of signs of repair, and well aligned.
Partial	* Surfaces in good condition with some minor flaws: visible signs repair, lack of repair, or alignment.
Maximum Points	* Numerous minor flaws: neglected repairs or consistently poor workmanship.

Multi-Component Scoring: Point allocations should be distributed evenly between the individual components and each component 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 limited to the following areas:

Presentation	Flaws
Contours	* Waves due to sandblasting, collision * Bulges due to collision or misalignment. * Body filler does not restore original surface contour resulting high, low or bumpy areas.
Fine work	* Edges of repair are not feathered, softened adequately. * Sanding marks showing thru paint.

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Attention to Detail	* Repairs not performed: dents, dings, or rust have not been repaired.
Fine Trim	*Chrome work shiny with no pits, scratches or corrosion
	*Gasket and rubber, smooth, no cracks or abrasions
Alignment	* Panel lines out of alignment with tub or other panels.

Caution: Avoid reducing score on two different components for alignment problems: eg., don't reduce fender and hood scores if fender-hood 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.

Body Panel Evaluation Guidelines (EX-12) should be used as a guideline for identifying what to look for and at in each section and as general guide describing the location and description of various components.

Paint - Judging Quality of Restoration

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 to be based on paint presented, by panel; Originality Deductions should not affect point earnings here.

Scoring. Points are earned 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 zero; negative scores are not permitted. See point allocations possible by panel on Exterior Scoring sheet.

Points Earned.....	Evaluation...
Maximum Points	* Surfaces beautifully prepared, in excellent condition.
Partial Points	* Good general appearance with 1 or 2 obvious flaws.
No Points	* Numerous minor flaws: neglected repairs or consistently poor workmanship.

Multi-panel Scoring. In the case of 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 limited to the following areas:

Presentation.....	Flaws.....
Smoothness	* Rough from overspray, dry paint, checking, dirt, cracking.
Even 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	* Hazy, dull areas due to application or lack of necessary post-paint rub-out.
Wear	* Chips or scratches.

Triumph Register Of America TR4 Judging Guidelines

Reference Body Panel Evaluation Guidelines (pg EX-12) which lists by panel specific areas that should be checked.

Triumph Register Of America TR4 Judging Guidelines

Body Panel Evaluation Guidelines Quality of Restoration

Scope: The following is provided to assist Body Panel, Quality of Restoration, judging. Originality judging is not included. This information supplements panel evaluation described in the sections: Bodywork - Judging Quality of Restoration and Paint - Judging Quality of Restoration.

Doors and Rockers

- **Bodywork:** Visible transition from rocker panels to front and rear fenders.
- **Alignment:** Uniform Gap between doors, fenders, rockers and scuttle. Door skin flush with rockers and scuttle.
- **Mountings:** Door handles on both the TR4 and TR4A are chrome with a hand grip and a thumb press opener toward the rear. The key hole is integrated into the thumb press. Handle should have a black gasket between the chrome handle and the door skin. The latch and closure assembly has a metal clasp near the top of the "B" post which mates to a flange on the rear end of the door. The latching mechanism on the "B" post consists of metal and plastic and mates with a sprocket and hexagonal or round nut mounted on the door. On the "A" post, a metal strap prohibits the door from swinging outward to far. Two metal hinges mount the door to the car body. The TR4 and TR4A came equipped with roll up windows. The windows had a black rubber seal along the door on the out and a stainless and felt seal on the inside. The TR4A has a stainless strip running horizontally along the door skin ridge to above the door handle. Two or three tonneau cover snaps (stainless metal) can be along the upper edge of the door skin for both models. Surrey top cars should not have these snaps. Side view mirrors can be mounted on the driver's door or both doors. Mirrors should be chromed and period (arm with round mirror, arm with trapezoidal mirror or bullet style). There should not be a stainless strip along the rocker panel.

Fenders

- **Bodywork:** Fender is straight and not bowed out. Shape should match up with the connecting pieces in the wheel well.
- **Alignment:** Scuttle and rockers match up evenly. Fender beading straight with no nicks or bends from front to back
- **Mountings:** Correct tail lights with good pit free chrome. TR4A has chrome repeater on front fender with clear plastic light forward and orange plastic lens on the side. Behind this repeater is a stainless strip which goes the length of the front fender. Both should be firmly attached with no gaps between the strip and the fender. The drivers side front fender or both fenders can have a side view mirror. Front fenders attached with three body color bolts at the bottom of the fenders behind the wheel wells. A narrow drain slot should be located along the seam with the inner fender.

Trunk and Rear Scuttle

- **Bodywork:** Look for bad repairs along the beading and seams. Check the trunk lid for fit especially along the seal (corners of trunk often bend up slightly). Rear apron should be checked for poor repairs, scrapes and bends.

Triumph Register Of America TR4 Judging Guidelines

- Alignment: Uniform gap between the scuttle, fenders and apron. Surfaces must be flush. There should be a uniform gap around the trunk lid.
- Mountings: Check the condition of the gas cap, luggage rack (must be period) and trunk hinges. The trunk lid should have TRIUMPH in evenly spaced letters across the rear above the license plate. TR4 or TR4A lettering should be on the right lower rear of the trunk lid. Very early TR4's may not have script lettering. Independent rear suspension TR4A's should have IRS lettering centered below the script TR4A. A chrome wrap around bumper is below the trunk hatch. Two chrome overrides are centered on the back bumper. Both overrides have integral license plate illumination lamps which point inward toward the license plate. Black brackets hold the overrides on the bottom. Hinges on the trunk lid are chromed and visible. Trunk lid handle is chromed and has integral key hole in center. Handle should be horizontal when closed. The license plate is centered on the rear of the trunk lid and the attaching bracket is body color. The rear deck lid capping attaches to the scuttle by rivets. Early cars were plated brass and later cars were aluminum. This was removed on the TR4A.

Hood, Front Scuttle and Grill

- Bodywork: Hood should be smooth with hood bulge on the right side. Latch mechanism should include a hand operated hook (on early cars) and spring loaded latch opened by a pull switch in the passenger compartment. Front Apron; Check for poor repairs, scrapes and dents. Apron should be body color on both sides. Prop rod should be black. Hood supports should be body color.
- Alignment: Uniform gap between the fenders, apron and scuttle. Surfaces should be flush. Hood should open and close without rubbing.
- Mountings: Air vent should be flush when closed and open and close easily with spring attached properly. A rubber gasket should seal the air vent. TRIUMPH lettering should be across the front of the hood. Triumph badge should be in the front, center of the hood. Blue and White "open book style" badge should be on the TR4 and the Triumph World badge should be on the TR4A. If a car has a radio, the antenna should be mounted on the right side of the front scuttle for a left hand drive car. Window washers should be usable and have proper nozzles. The bumper is wrap around chrome plated with two chromed overrides and license plate mounting holes. The TR4 has large overrides which are mounted inside the head lamps. Each has a black painted brace which goes through the grill and connects to the body. The TR4A has smaller overrides which are mounted outside the head lamps. These have no connection to the body. The bumper is connected to the frame by two black brackets which connect by bolts to the backside of bumper. The TR4 has a stamped aluminum grill with a crank hole. The TR4A has a grill with horizontal polished aluminum bars and a crank hole. Both grills should be polished, straight, and scratch free. Head lamps should have snap on chromed rims around them. Early cars had a wide rim and later cars had a narrow rim. Early TR4's had separate bulb "tripod style" head lamps. Later TR4's and all TR4A's had sealed beams. The TR4 has a small Lucas Style 658 sidelight in the top corner of the grill. The sidelight moved to the fender in the TR4A's. Both models have a flasher light on the bottom outside of the grill.

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Windscreen

- Bodywork: The frame should have a smooth finish and be the same color as the car.
- Alignment: The Frame should be aligned with the car. The rubber molding around the windshield should be centered and uniform.
- Mountings: Aluminum or chrome capping should be polished with no bends or scratches. Non surrey top cars should have two rubber plugs in the holes provided for the surrey top connection. Capping should be riveted to the length of the windscreen. TR4 Capping has two snaps for the convertible top. The TR4A does not. Windshield wipers should be period with the left wiper arm being cocked to miss the air intake. The seam between the scuttle and wind screen is sealed with a black rubber seal. The Rubber molding around the windshield should be black and crack free. A silver trim piece is inset in the molding. Early TR4's had a two piece aluminum trim with joints centered at the top and bottom with stainless clips covering the joint. Later TR4's and all TR4A's had a one piece plastic trim with a silver foil cover. The joint was centered at the bottom and has a stainless clip covering it. Surrey tops were an option on both models. They came in black or white interior and black, white or body color exterior. The rear is one piece aluminum with a wrap around window. Each could have a soft or hard top. The early TR4 surrey hard tops were aluminum and later ones were steel. All TR4A tops were steel.

Triumph Register Of America TR4 Judging Guidelines

Originality Judging -- Exterior

The following pages describe originality features of panels and components for all models. Most variations in TR4 and TR4A are due to model feature changes. These are usually well known and easily identified. Several variations, however, occur within the two individual models. These are less well known, and in some cases the breakpoint at which a feature changes may not be exact.

As in other sections, judges and restorers alike should recognize that even the most well documented changes are subject to a significant margin of error due to the mass production processes used in TR assembly. Reference information should not be considered the absolute "gospel". In the Originality Judging sections that follow you will find notes that will give guidelines for judging variations in the model lines and how to assess the originality of cars near a breakpoint as necessary. Unless otherwise extended for specific components, a margin of error of 200 engine or commission numbers should be used throughout. The head judge should be consulted if you are uncertain of how to judge a particular car.

The following table summarizes commission numbers by model and variations within models.

Model Variation Summary

TR4	CT1 through CT40304
TR4A	CTC50001 through CTC78684*
	*Non-IRS cars continued to have the CT lable

DOORS AND ROCKERS

Stainless Side Molding Strips	
CT1 through CT40304	None
CTC50001 through CTC78684	Strips added to door
Door and "A" Post	
CT1 through 22343CT	
22344 through CTC78684	Check strap mount strengthened
Door Checkstrap	
CT1 through 22343CT	Vertical strap bar attached to a pin on the door.
22344 through CTC78684	Horizontal bar like TR3

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FENDERS

Stainless Side Molding Strips	
CT1 through CT40304	None
CTC50001 through CTC78684	Strips added to front fender

Side repeater lamp	
CT1 through CT40304	None
CTC50001 through CTC78684	Added to front fender

TRUNK LID AND REAR SCUTTLE

Rear deck	
CTC50001 through CTC 78684	Change connection point for new convertible top.

Trunk Badging	
CT1 through CT40304	Lettered TR4
CTC50001 through CTC78684	Lettered TR4A*
*Independent rear suspension TR4A had IRS badge also.	

Rear Deck Lid Capping	
CT1 through CT1845<X>CT3479	Chrome plated brass
CT1845<X>CT3479 through CT40304	Aluminum
CTC50001 through CTC78684	Removed

License Plate Lamps	
CT6402 through CTC78684	Plinth removed between bumper and light rim

HOOD, FRONT SCUTTLE AND GRILL

Hood	
CT1 through CT6429	Small "bulge" hood
CT6430 through 37689CT	Large "bulge" hood with flat area above locating pins
37689CT through CT40304	Conical locating pin receptacles
CT50001 through CT78684	Holes changed for different badge

Hood Latch	
CT1 through CT1845<X>CT3479	Had Latch, After CT 3479 no latch present

Triumph Register Of America TR4 Judging Guidelines

Hood Badge

CT1 through CT40304
CTC50001 through CTC78684

Blue and white "Open Book" style
with TR4
Round Triumph World badge

Front Bumper Overriders

CT1 through CT40304
CTC50001 through CTC78684

Large chromed overriders with brace
to wheel arch.
Smaller overriders mounted outside
the head lamps.

Headlamp Rims

CT1 through 24600CT
24601CT through CTC78684

Wide Rim
Narrow Rim

Front Repeaters

CT1 through CT40304
CTC50001 through CTC78684

Small, clear light above turn signal
Integrated on fender with side marker

Front Turn Signals

CT1 through 30348CT
30349CT through CT unknown
CT unknown through CTC78684

Clear Glass
Clear Plastic
Orange Plastic

Grill

CT1 through CT40304
CTC50001 through Unknown
Unknown through CTC78684

Stamped aluminum
Aluminum Strips
Aluminum Strips with sharper edges

WINDSCREEN

Windshield Capping

CT1 through CT1845<X>CT3479
CT1845<X>CT3479 through CT40304
CTC50001 through CTC78684

Chrome plated brass
Aluminum with snaps for top
Snaps removed

Surrey Top Plugs

CT1 through CT8010
CT8010 through CTC78684

Rubber plug
Plugs slightly modified

Windshield Seal Molding

CT1 through CT24516
CT2424517 through CTC78684

Two piece metal
One piece plastic