

NJTA HOLIDAY PARTY

ANCONA BISTRO, GILLETTE, NJ DECEMBER 7, 2025



official publication of the
NEW JERSEY TRIUMPH ASSOCIATION

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OUR MISSION

The New Jersey Triumph Association (NJTA) has been established for the enjoyment and preservation of the Triumph automobile. Membership in the NJTA is open to any person who has an interest in Triumph vehicles or their history.

We are a local chapter of the Vintage Triumph Register, the Triumph Sports Owners Association and the Triumph Register of America.

Membership dues are \$25 for the first year's registration which includes the official NJTA club pin. Renewal membership dues are \$20 annually thereafter.

Dues are to be submitted by April of each year. This entitles you to participate in all club activities, meetings and elections. You will also receive the Club newsletter, The Coventry Chronicle, in which you are able to post free classified ads for a run of three months. You can find the membership form on the last page of this newsletter.

The Coventry Chronicle is the official publication of the NJTA and is published monthly. Technical material is provided for reference only and should be utilized advisedly.

Opinions expressed are those of the contributors or correspondents and are not those of the NJTA, its members, officers or advisors.

Visit us at our website: www.njtriumphs.org

Please submit articles, letters and information to the Coventry Chronicle Editor
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NJTA AS AN ENTITY, THE BOARD MEMBERS AND THE COVENTRY CHRONICLE DO NOT ENDORSE OR RECOMMEND ANY MECHANIC, REPAIR SHOP, PRODUCT OR VENDOR.

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PRESIDENT'S MESSAGE



Hello NJTA!
First, as your new president, I would like to introduce myself. I started with a 1963 Triumph TR4 “father and

son” restoration project when I was 13 years old. Finished the Triumph just in time to drive it during my senior year of high school. Throughout the years, I have had many Triumphs and most other British Cars. Presently I have a 1968 TR250, 1981 TR7 (with only 600 original miles), 1981 Modified TR8, 1980 Rover 3500SD1, 1967 Jaguar XKE S1, and a 2020 Jaguar F-Pace. I am always driving one of these cars daily.

I have been in the British Car hobby for over 40 years and own Authorized Imported Cars in Flemington, NJ. Since 1990. We specialize in all British Car service & restoration as well as newer Jaguar and Land Rover repairs & service.

Currently residing in a small nook within my shop is THE NJTA LIBRARY. Set up a time to come by and check it out! The club has loads of old photo books & newsletters, workshop manuals, current and vintage British car magazines and books, old advertisements, lots of reading materials. As part of your membership this library is accessible and free to borrow from. See the November 2025 Coventry Chronicle Newsletter for more details. We are getting ready to start fully cataloging the contents. Want to help?

Back in the 80’s and 90’s I was the NJTA newsletter editor for many years, and also was instrumental in our first website. I traveled all over the country with my “second” family of NJTA friends going to The Vintage Triumph Register Nationals, The Canadian Triumph Club Classics, The Roadster Factory Summer Parties, and so many other events... I have had a GREAT time being a member of this club – so many lifelong friends and memories!

In the early 2000’s I was President of this club, and

was able to head up the successful Braille Rally in conjunction with The Seeing Eye in Morristown, NJ. We also did several weekend events: The NJ Lighthouse Tour and The Hershey Antique Automobile Museum and Tour.

Along with our new and returning officers of the club, we wish to make 2026 a banner year. This will include a drive to expand our active membership and to work closer with the other area British Car Clubs. Our New Rally Master is planning some exciting driving events. Every monthly meeting will have a new and informative Tech Session, Show & Tell, or Guest Speaker.

We will continue to make improvements and expand our Social Media footprint. Please check us out and support our Facebook and Instagram pages. Our mission is to make this club more enjoyable for our membership. Please give us all your feedback – WE ARE LISTENING.

Remember, club meetings are held at The Vintage Tavern in Gillette, NJ every fourth Tuesday of the month. We would love to see you participate.

January 27, 2026: This meeting will have a tech session about fire safety and prevention with your little British car.

February 24, 2026: Join our guest speaker Stephen Scheich from SAS DETAILING. Steve has agreed to show us some hands on automobile detailing tips and tricks. Not just for show cars, he also has some ways to bring your tired classic car to the next level. Bring all your questions!

March 24, 2026: Leather Care & Repair. You may walk away from this session in amazement.

We will also be having tech sessions about Proper Electrical Connections, Advantages of LED Lighting, Cam-Shield Zinc Oil Additive, and many others to be announced as the schedule firms up.

If you have any suggestions about something you would like as a tech session or topic for discussion, or a guest speaker please let us know.

George Hughes, NJTA President

FROM THE EDITOR



Hi everyone. This issue has some interesting articles about the TR2, starting on page 22. There is an article on the history of the TR2 along with one about restoring the TR2. After that there is one about preserving the TR2's originality during restorations. It is very

comprehensive and an interesting read, even if you don't have a TR2.

Of course, our Holiday Party is the talk of the club with a large turnout to a new venue, the Ancona Bistro in Gillette. See page 8.

In addition we have mention of our Tuesday night Zoom free-for-alls, giving a bit of insight into what goes on at these meetings. See page 7.

On page 21 you'll find our listing of upcoming events, thanks to Peter Nelson.

VICE PRESIDENT'S MESSAGE



I'm Ron Stucker, your new Vice President. Let me tell you a little about myself. I was born into the foreign car wrecking yard business. My father started Stucker's Foreign Auto Parts in 1947. I was born in 1957. I used to ride, as a very small child, in my dad's MGTF. At around five years old I was learning about LBCs (TR3s and such being new at the time). I was

working on these cars by age seven. Dad got me my first wrecked car to restore, a Marcos GT, in 1970. I was learning all parts of the business at this time. Unfortunately, in 1974, at age forty-seven, my dad passed away. I continued learning the business and started working part time and going to college. I took over the purchasing part of the business in 1976. I left the business in 1985. Fast forward to 2017. I met some people at an event sponsored by the Positive Earth Driver's Club. This sparked my interest in British cars all over again. I joined that club and in 2024 joined NJTA. I enjoy being involved with the club and will continue be involved.

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George Hughes (Owner/Technician/Restoration Specialist/Auto Historian): Established in 1980 as Don's Jaguar Service, George took the business over in 1990 and has continued to expand the scope of services and restoration. Through hard work and many long hours, George was able to become a leading Specialist in British Automobiles,

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FROM OUR TUESDAY NIGHT ZOOM FUN MEETINGS...

Thomas Huelsenbeck reported great results from having his TR6 distributor rebuilt by Advanced Distributors. He is also running a superior "high tech" Condenser by Retronics which he says works GREAT!

There was a small discussion about the pros and cons of Pertronix Electronic Ignition Systems, parts supplier quality issues, and some work being done on a Ford Model A.

Dennis Tiernan is refinishing his wood TR6 dashboard. A little more sanding and he will be ready for his final clear coats.

Ron Dubiel finally got his TR6 Bonnet open after several club member suggestions. It was not the typical broken cable issue, this time it was a problem with the secondary aftermarket release which is supposed to give you peace of mind. He has also discovered his glove box has become a winter home to some tiny inhabitants.

And much more...

WELCOME NEW MEMBERS

Paul Burnett paul.burnett6@gmail.com

1977 MG Midget looking for Triumph TR

Lois Lastinger L.Lastinger@comcast.net

1975 Triumph TR6

John Kufta johnnyzfr6@gmail.com

1968 Triumph TR250

Paul Bejgrowicz paul.bejgrowicz@att.net

1980 Triumph TR7V8

Stefan Gooch stefgooch@gmail.com

1973 Triumph Spitfire MK4

Paul Olson pwolson1@comcast.net

1976 Triumph TR6

Todd & Stacey Leutholt
toddlcopy@gmail.com

1968 Triumph TR250

John Mennuti john.mennuti@gmail.com

1971 Triumph TR6

HOLIDAY PARTY AND BILL SOHL AWARD



By Lillian Blair

NJTA held its annual Holiday Party on December 7th at the Ancona Bistro in Gillette, NJ. We had a large number of attendees and it was great to enjoy some good food and socialize with members.

As has been the custom, the winner of the Bill Sohl Founders award was announced and honored. Nominees for the award were made by the Executive Board and the general membership voted on a winner at the live club meeting in November. The award is given to a person(s) who has been actively involved in the club by such things as organizing events/programs or engaged in the operation of the club. It is the one award that is given to a person for his/her achievement and not to a car for its eye appeal.

This year's nominees were Allen Rosenberg, who has served as president in the past and was involved in the planning of our VTR convention in 2017. He also organized and planned past Fallfest shows and arranged for NJTA's presence at the Scottish games at Bonnie Brae back in the day. Also nominated were Joe Nazzaro who has helped to facilitate the use of the

venue for our Fallfest show and Art Wildman (posthumous) along with George Wildman and Pasharam Paka, our out going, long termed regalia crew. The winner this year is Allen Rosenberg.. Thank you, Allen, for all you have done for the club and congratulations on receiving this award. All of the nominees were worthy of the award, but there can only be one winner.

This party ends the club's 2025 season which was packed with rallies, runs, shows, an overnight trip, our visit to the VA hospital, tech sessions, open garage day, and a cruise night. We now wish everyone a happy and healthy holiday season and look forward to our 2026 season.

Speaking of the 2026 season, we are always looking for folks to lead a run or organize an event. If you have a favorite route you like to drive in your LBC, let us know and we can make it a group outing - even on short notice. We can have a pop up event. It's all for fun and enjoying the cars. Contact me at gt6ken@gmail.com.

See you in the new year!

Allen Rosenberg receives the Bill Sohl Founder's Award

from President David Hinson



















BEST OF BRITAIN WILL SKIP A YEAR



For those who may be interested, there will not be a "Best of Britain" exhibit at the Simeone Museum in February. Museum staff have reported that they will be doing American themed events in 2026 for the 250th. Hopefully the event will resume in 2027.



A 1961 Triumph TRS previously exhibited at the Simeone.
It raced at the 1961 24 Hours of Le Mans.

NJTA GALLERY

TR3 Poster by Retrographs



Let's begin the new year with something upbeat, quotidian yet incomparable, needing very little by way of explanation.

Some would question whether this is art, for a number of reasons. Yet many would appreciate it, without needing the benefit of a single reason.

Art or not, it's also likely that a lot of people today might not even recognize the smiling face. Or the car.

The time period is the 1960s and the woman is Ann-Margaret. The sports car

is a TR3A. From a popular movie of the time, "Viva Las Vegas".

The actress could very well pose in the Triumph, but could she drive one? Apparently she could. Motorcycles too.

"A portrait is not made in the camera but on either side of it." It certainly seems that both sides did an artful job here.

Enjoy if that's your pleasure. Beauty in life can be a fleeting and rare thing to behold. This poster is available from Fineartamerica.com.

DYTD

DRIVE YOUR TRIUMPH DAY 2026

From: driveyourtriumphday@gmail.com@bounces.cloud.em.secureserver.net

Drive your Triumph day is Tuesday February 10, 2026



Happy Holidays to the Triumph community

Are you planning to participate in Drive Your Triumph Day on Tuesday, February 10, 2026? The day will be here before you know it!

I'm currently in preparation mode to launch a new location for posting this year's DYTD photos—more details to follow. On this new site, I also plan to include photos from past years, organized into albums by year. In addition, for 2026, I'm going to try something new and sort the photos by Triumph model as well.

So start planning a drive—or if you're in a winter climate, take a photo of your Triumph hibernating in the garage. If your car is in restoration or part of a winter project, take a photo of that too. Keep in mind that hundreds of Triumph owners from around the world will all be doing something with their Triumph on the same day. It's always great to see how everyone participates. The idea is simple: have fun with it.

Best Regards,

Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

Upcoming 2026 Events (As of 12/24/25) Confirm All Dates and Locations

Event/Activity	Date	Location
Auto Mania Indoor Flea & Car Corral	Jan 16 thru 18	Allentown, PA
NJTA Club Meeting	Jan 27	Gillette, NJ
Philadelphia International Auto Show	Jan 31 thru Feb 8	Philadelphia, PA
Drive Your Triumph Day	Feb 10	Everywhere
NJTA Club Meeting	Feb 24	Gillette, NJ
NJTA Club Meeting	March 24	Gillette, NJ
NY International Auto Show	April 3 thru 12	Manhattan, NY
Spring Carlisle	April 22 thru 26	Carlisle, PA
NJTA Club Meeting	April 28	Gillette, NJ
Englishtown Spring Swap Meet & Auto Show	May 1 thru 3	Raceway Park, Englishtown, NJ
Carlise Import and Performance Nationals	May 15 thru 16	Carlisle, PA
AACA Eastern Spring Nationals	May 28 thru 30	Indiana, PA
Trans Am Memorial Day Classic	May 21 thru 24	Lime Rock Park, Lakeville, CT
Autotopia USA x Elite Tuner Show	May 31	NJ Convention Center, Edison, NJ
Cars and Crumpets	May thru October	Morris Plains & Bridgewater, NJ
Red Mill British Car Day	TBD	Clinton, NJ
A Touch of England	June 6	Ho-Ho-Kus, NJ
Cars and Motorcycles of England	June 6	Hope Lodge, Fort Washington, PA
British Motorcar & Motorcycle Gathering	June 14	Hellertown, PA
Triumph Kastner Cup	June 18 thru 21	Bowmanville, Ontario
New Hope Automobile Show (Foreign Cars)	August 10	New Hope, PA
Historic Festival 44	Sept 4 thru 7	Lime Rock Park, Lakeville, CT
Hilliard US Vintage Grand Prix	Sept 10 thru 13	Watkins Glen, NY
Triumphfest 2026	Sept 17 thru 19	Flagstaff, AZ
6-PACK TRIals 2026	Sept 17 thru 19	Nashville, IN
The British Invasion	Sept 18 thru 20	Stowe, VT
Fallfest	TBD	Randolph, NJ
Encounter 2026	Sept 27 thru 29	Saint Michael's, MD
Brits on the Beach	TBD	Ocean Grove, NJ
Fall Carlisle	Sept 30 thru Oct 4	Carlisle, PA
Englishtown Fall Swap Meet	TBD	Raceway Park, Englishtown, NJ
AACA Eastern Fall Nationals	Oct 6 thru 9	Hershey, PA
Britfest	Oct 11	Horseshoe Lake Park, Succasunna, NJ
VTR Nationals 2026	Oct 14 thru 18	Kerrville, Texas

A COMPREHENSIVE HISTORY OF THE TR2

From: Temple of Triumph

Editor's note: The source for this and the next article is a strange website called Temple of Triumph. It appears to be a British website and has a lot of interesting stuff, along with some references to "movers" As well as some outright untruths. It says the TR2 came with a 4 speed manual OR AN AUTOMATIC TRANSMISSION. In any case, take the information here with a grain of salt. It says that it is copyright 2025, but some of the information appears dated. The result of AI? Caveat emptor.



The The Triumph TR2 is a classic British sports car that has a long and illustrious history. It was first produced in 1954 and quickly became one of the most popular and iconic cars of its time. The TR2 was a two-seat roadster with a lightweight chassis and a powerful four-cylinder engine, making it a top choice for Opa Locka Movers. It was the first of the Triumph TR series, which would go on to become some of the most beloved classic cars of all time. In this article, we will take a comprehensive look at the history of the Triumph TR2 and how it evolved over the years.

THE TRIUMPH TR2 WAS INTRODUCED IN 1953 BY THE STANDARD-TRIUMPH MOTOR COMPANY

It was designed as an affordable two-seater sports car and featured a four-cylinder engine with overhead valves. The car had a top speed of just over 100 mph and could accelerate from 0 to 60 mph in 12.5 seconds. It was offered with both manual and automatic transmissions. The TR2 quickly became popular with British enthusiasts, thanks to its reliability and affordability.

In total, over 8,500 units were produced between 1953 and 1955. The car was also exported to North America and other markets, where it was marketed as the Triumph TR250 (Editor's note: WHAT?). In 1954, the Triumph TR2 received a number of updates,

including a larger engine and a more modern look. The car was available with wire wheels, fog lights, and other features. In total, over 8,500 units were produced between 1953 and 1955. The car was also exported to North America and other markets, where it was marketed as the Triumph TR250. In 1954, the Triumph TR2 received a number of updates, including a larger engine and a more modern look. The car was available with wire wheels, fog lights, and other features. The updated model was known as the Triumph TR3. In 1956, the Triumph TR3A was introduced.

This model featured an improved suspension system, as well as a more powerful engine with an output of 105 bhp. The car also had an optional hardtop and an optional overdrive transmission. Production of this model continued until 1962, when it was replaced by the Triumph TR4. The Triumph TR4 was introduced in 1961 and featured a more modern design than its predecessors. It had a slightly longer wheelbase and a larger engine with an output of 105 bhp.

Production of this model continued until 1965, when it was replaced by the Triumph TR5. The Triumph TR5 was introduced in 1965 and featured a more powerful engine with an output of 150 bhp. It also had an optional hardtop and an optional overdrive transmission. Production of this model continued until 1967, when it was replaced by the Triumph TR6.

PRODUCTION NUMBERS

The original Triumph TR2 was produced from 1953 to 1955, with a total production run of 8,500 units.

The updated model, the Triumph TR3A, was produced from 1956 to 1962 with a total production run of 28,000 units. The final model in the series, the Triumph TR6, was produced from 1967 to 1976 and had an impressive production run of 94,619 units. The Triumph TR2 was the first in a long line of Triumph TR models that were produced throughout the 1950s, 1960s and 1970s. It has become a classic British sports car that has stood the test of time.

SPECIFICATIONS

The original Triumph TR2 was powered by a four-cylinder engine with overhead valves, producing an impressive 90 bhp.

It had a top speed of just over 100 mph and could accelerate from 0 to 60 mph in 12.5 seconds. Buyers

had the choice of either a manual or automatic transmission. The TR2 featured a four-speed gearbox, independent front suspension with coil springs, and rear suspension with semi-elliptic leaf springs. The car also came with servo-assisted drum brakes on all four wheels. Other features included a steel body, two-door saloon configuration, and a fold-down roof. The interior was also quite luxurious, with leather upholstery, wood trim, and plenty of room for passengers. The Triumph TR2 is an iconic classic British sports car that has been enjoyed by enthusiasts for decades.

With its impressive production numbers and distinctive specifications, the TR2 is a great choice for classic car enthusiasts seeking an affordable option to experience classic British motoring. The long line of models produced since 1953 continues to be popular today, making the Triumph TR2 a great choice for both collectors and drivers alike.



TR2 RESTORATION: EVERYTHING YOU NEED TO KNOW



The Triumph TR2 has long been celebrated as a classic British sports car. With its distinctive body shape, powerful engine, and vintage good looks, it's a classic that has been sought after by classic car enthusiasts for decades. But restoring an old Triumph TR2 can be a daunting task. Fortunately, with the right knowledge and resources, you can bring your TR2 back to its former glory.

We (Temple of Triumph) specialize in shipping vehicles nationwide, so you can trust us to get your TR2 safely to its destination. In this article, we'll give you everything you need to know about restoring a Triumph TR2, from the basics of bodywork and mechanicals to the best places to find parts. We specialize in shipping vehicles nationwide, so you can trust us to get your TR2 safely to its destination

TR2 RESTORATION

The Triumph TR2 is an iconic British sports car that was manufactured from 1953 to 1955. It was the first of the Triumph TR series of sports cars, and is one of

the most popular classic cars. The TR2 has become a popular classic car, with many enthusiasts restoring them to their former glory. In this article, we'll cover the history of the TR2, the parts and process involved in a restoration, and more. The TR2 was designed by Frank Rainbow and Walter Belgrove, and was the first in a series of Triumph TR sports cars.

It was powered by a 2.0-liter four-cylinder engine, which produced 90 horsepower. The TR2 had a top speed of 100 mph and a 0-60 mph time of 12 seconds. It was designed to be an affordable yet sporty car, and it quickly became a favorite of enthusiasts. The popularity of the TR2 has led to an increase in restoration projects, with many enthusiasts undertaking projects to return their classic cars to like new condition.

Restoration projects involve disassembling the vehicle, repairing or replacing any damaged parts, repainting the bodywork, and reassembling the vehicle. Many enthusiasts also choose to upgrade or customize their cars for improved performance. In

order to restore a TR2, there are several components that need to be sourced or replaced. This includes body panels, trim, engine parts, interior components, and more

Many parts are available from specialist suppliers or can be sourced from other classic cars. It's important to use quality parts when restoring a TR2, as inferior parts can cause problems down the line. The process of restoring a TR2 from start to finish involves disassembly, bodywork, painting, assembly, and testing. Disassembly involves removing all parts from the car and cleaning them thoroughly

Bodywork involves repairing any damage to the body panels and preparing them for painting. Painting involves using quality paints and finishes to restore the original color of the car. Assembly involves reassembling all parts and components, and testing involves ensuring all systems are working correctly. There are many examples of successful restoration projects online, with many owners documenting their progress on blogs or social media sites.

These projects show the importance of using quality parts and hiring a qualified restorer. DIY restorers should seek advice from experienced restorers before tackling a project themselves. Parts for TR2 restoration projects can be sourced from specialist suppliers, as well as online auction sites and second-hand dealers. Services such as bodywork repairs and engine rebuilds can also be sourced from specialist restorers.

It's important to do research before committing to any part or service, as not all suppliers are equal. Restoring a TR2 can be a rewarding experience for any enthusiast. With careful planning and research, it's possible to restore a classic car to its original glory. It's important to use quality parts and hire a qualified restorer for best results.

THE HISTORY OF THE TRIUMPH TR2

The Triumph TR2 was the first of the Triumph TR series of sports cars, produced from 1953 to 1955. It was designed by Standard-Triumph in the United Kingdom and was the first production sports car to be fitted with a unitary construction body. It was powered by an all-new four-cylinder engine that delivered 90 brake horsepower and a top speed of around 105 mph. The TR2 was a pioneering design in

many ways, featuring a lightweight chassis and an aerodynamic body style that set the standard for sports cars of the era. The TR2 was available as a two-door roadster or two-door fixed-head coupé, with both versions sharing the same basic design. The chassis was made from tubular steel, while the body was constructed from aluminium panels.

The car featured independent front suspension and a live rear axle, while the engine was mated to a four-speed manual transmission. Standard features included dual SU carburetors, leather upholstery, Lucas electrical components, and an external oil cooler. Production of the TR2 was limited to just over 8,400 units. Today, the TR2 is an iconic classic car that is highly sought after by collectors. Although many have been restored to their original condition, many enthusiasts enjoy customizing their cars with modern performance and styling upgrades.

TR2 RESTORATION PARTS & COMPONENTS

Body panels are an essential part of any TR2 restoration.

This includes the bonnet, doors, boot lid, and wings. Many people opt to buy new panels, as these will fit correctly and provide the best finish. However, some people may choose to use original panels if they can be sourced in good condition. When restoring a TR2, it's important to pay attention to the trim and fittings too.

These can include windscreen surround, bumpers, and badges. Many of these items are available new, but some people prefer to use original parts for authenticity.

ENGINE PARTS

Engine parts are essential for any restoration project. As well as the engine itself, you'll need items such as carburetors, ignition parts, fuel pumps, and other ancillaries. They are essential for any restoration project. Again, you may choose to source original parts if you can find them in good condition.

INTERIOR COMPONENTS

Interior components are also a crucial part of a TR2 restoration. This can include the dashboard, carpets, seats, and door cards. It's important to source these parts from a reliable supplier who offers quality components.

Other parts and components you may need for a TR2 restoration include electrical wiring, brakes, suspension, and exhaust systems. When sourcing these items, you should make sure they are compatible with your car and in good condition.

THE PROCESS OF RESTORING A TR2

Restoring a Triumph TR2 to its former glory requires a great deal of dedication and precision. The process of restoring a TR2 involves disassembly, bodywork, painting, assembly and testing.

The first step is to disassemble the car. All of the parts need to be removed from the body of the car, including the interior, engine, and suspension components. Once all the parts have been removed, they need to be inspected for wear and tear, and any repairs or replacements need to be made. Next, the bodywork needs to be done.

This includes repairing or replacing any rust or other damage, as well as sanding, priming and repainting the car. The frame must also be inspected for rust and any necessary repairs should be made. After the bodywork is complete, the car needs to be reassembled. This includes installing the engine, transmission, suspension components, interior parts, and any other components that were removed during disassembly.

It is important to make sure that all parts are installed correctly and securely. Once the car has been reassembled, it is time for painting. This step involves applying a layer of primer followed by several layers of paint. The paint should be carefully applied with even strokes to ensure an even finish.

Finally, once the car has been painted and assembled, it needs to be tested. This includes taking it for a test drive and checking for any issues or problems that may have occurred during the restoration process. After all tests have been completed successfully, the TR2 can finally take its place on the road again.

SUCCESSFUL PROJECTS

The Triumph TR2 is a classic British sports car that has been restored by many enthusiasts. There are plenty of examples of successful TR2 restorations, from frame-off restorations to more simple updates. It's important to note that a successful restoration requires good parts and the help of a qualified restorer. Quality parts are especially important when it comes to restoring the mechanical components, such as the engine and transmission. Hiring a qualified restorer is key to ensuring that the restoration is done correctly and safely.

TIPS FOR DIY RESTORERS

If you're looking to take on a TR2 restoration as a DIY project, there are some important tips to keep in mind. First, make sure you have all the necessary tools and resources. (*Editor's note: and money.*)

You'll need access to parts, as well as technical manuals and other resources that can help you along the way. Second, take your time and don't rush the process. This will help ensure that the job is done correctly and safely. Finally, make sure you document your progress and take pictures of your project along the way.

WHERE TO FIND PARTS & SERVICES

When it comes to restoring a TR2, you'll need access to quality parts and services.

Luckily, there are plenty of options available online. You can find TR2 parts from reputable vendors like British Car Parts, or find services from qualified restorers who specialize in classic cars. You can also look for used parts from other restorers who may have extra parts or pieces from their own projects. In conclusion, restoring a classic Triumph TR2 can be a highly rewarding experience. Quality parts and experienced restorers are essential for ensuring a successful project.

With proper research and planning, you can bring your vintage car back to its former glory. Be sure to take the time to plan every step of the restoration process and use the advice of experts to ensure success.

TR2 GUIDE TO ORIGINALITY

Editor's note: This article has links to 140 photographs embedded in the text. Since there are few, if any, owners of TR2s in the club and the time needed to make each link active is great, you can access the original article [here](https://vintagetriumphregister.org/tr2/), where the links are active. <https://vintagetriumphregister.org/tr2/> Then scroll down.

By Bill Lynn, revised July, 2010, now includes more than 140 reference photos.

Technical Consultants: Bill Redinger and John Saunders. Photos: Bill Colaric, Blake Discher, Mike Duggan, Beverly Floyd, Jeffrey Kelley, Lou Metelko, Bill Redinger, Joe Richards, John Saunders, David Somerville, Justin Wagner, and Jim Williams.

References Include But Are Not Limited To: Triumph Factory Spare Parts Catalogue (editions 1, 2, 3, & 4); Triumph Factory Repair Manuals; 1954 & 1955 Triumph Factory Service Bulletins; Bill Piggott's books Original Triumph and Triumph by Name Triumph by Nature; the personal research of Ian Gibson, Hans Kooij, Jeffery Kelley, The Roadster Factory, John Saunders, Justin Wagner, John Warfield, Pete Wigglesworth, and many others.

Edited and Adapted to HTML by Rick Reeves

PREFACE FROM THE AUTHOR:

What follows is an attempt to consolidate what we know about TR2 originality. I certainly don't hold myself out as an expert or authority so your comments are welcome! It seems like we learn something new every day about TR2's. In most cases, the information is taken from factory publications. In reality, the TS number when an engineering change was made may be slightly off. The engineers probably had a firm TS number in mind for the change, but the production floor often used up the old parts. Generally speaking the first 50 vehicles tended to be "hand made" and therefore vary somewhat from the later production cars. The information that follows focuses primarily on the post TS50 vehicles unless otherwise specified.

EXTERIOR

The TR2 bodies were manufactured in the Triumph factory through circa TS1300. Thereafter the bodies were manufactured by Mulliners. Body colors available included black, white (pearl white officially-although TS1, 2, & 14 are known to be Ivory), geranium, olive yellow, and ice blue. Beginning with approximately TS1200, British racing

green, and signal red were added as available colors. Click [here](#) for a picture showing a geranium TR2 next to a red TR2.

The bumper of the TR2 is unique to TR2's and early TR3's through commission number TS22013. The bumper brackets are made of four separate pieces of steel, are painted satin black, and bolt to the frame in four places (2 places on each side of the frame). The brackets are formed in such a way that they go around and beneath the front nose piece without bolting through the nosepiece itself. There are no support brackets for the upper ends of the overriders. The overriders are narrower than those used on TR3A's and the curvature of the bumper was different (flatter). There were sometimes no holes drilled through the bumper for license plates forcing stateside dealers to provide a separate bolt-on bracket for the front license plate.

The nosepiece had a narrow "tunnel opening" in the grill area.

The hand crank guide ("bullnose") located on the nosepiece tunnel in front of the grill was chrome plated.

There was a square hole cut through the radiator to accommodate the hand crank.

The cast zinc/aluminum chrome plated grill was set back in the rear of the nosepiece tunnel opening. There were two types of grills. The most common type was the chrome plated cast zinc "pot metal" and on the very early TR2's there was a chrome plated brass version.

Beginning perhaps as early as commission number TS5300 *, a one-piece, "U"-shaped, chrome (brass underneath the chrome) accent trim piece, known as "reveal molding", was fitted around the outside of the opening of the grill tunnel. The trim piece covered the lower leading edge of the tunnel opening as well as the left and right sides but did not cover the top edge. This trim piece is different from the two-piece stainless steel accent trim used in the same place on TR3's which covered the entire leading edge of the tunnel opening, top, bottom, and both sides. *(Note:

It is known for sure that TS5317L was delivered from new with this “reveal molding”. If anyone has further information about when this reveal molding was first introduced, please let me know.)

A red and black “open book” front badge was used on TR2’s and included the words “TR2” on the top and “Triumph” on the bottom. On TS1 through somewhere around TS30 – TS50, the actual front badge was the badge from the Standard 8 hand modified and changed to read “TR2”. This can be seen from the reverse side of the badge once it is removed. These early badges are easily distinguishable in pictures because unlike the later TR2 badges, the very early badges had the word “Triumph” in red enamel surrounded by chrome, whereas on the later TR2 badges, the word “Triumph” was in chrome surrounded by red enamel.

Body colored plastic wing beading was used on TR2’s instead of the stainless beading used on the TR3’s. The wing beading did not continue between the bonnet and front wings.

A cable release bonnet with four lateral louvers visible from the cockpit was used through commission number TS4228. (Note: multiple lateral louvers pictured are not original but were a popular period customization technique.) Dzus fasteners with a two louver bonnet were used on later TR2’s, beginning with commission number TS4229. There were two raised rivets exposed on the bonnet.

Approximately the first 500 TR2’s were fitted with an aluminum bonnet and an aluminum spare tire compartment cover. Aluminum bonnets on the early TR2’s had 4 raised rivets exposed on the bonnet

The TR2 model bonnet hinges were painted body color at least through commission number TS7228. There is some indication in the records that beginning with commission number TS7229, chrome bonnet hinges may have been fitted. However, there is little evidence that this scheduled change was actually implemented, at least on TR2’s destined for the “Home” market. Since numerous examples of painted bonnet hinges after commission number TS7229 can be found, the exact start date of the fitting of chrome bonnet hinges by the factory is debatable and remains unresolved at this writing. What is known with certainty is that chrome bonnet hinges were fitted to the TR3 model (beginning TS8637). Editions 1, 2, & 3 of the parts catalogues do not list chrome bonnet

hinges. However, the 4th edition parts catalogue (dated July, 1962) indicates that chrome bonnet hinges were available through the dealerships, as an “alternative” to painted bonnet hinges, but with no starting commission number indicated. Bear in mind that the TR3, featuring chrome bonnet and boot lid hinges, had been introduced 5 years earlier than the printing of the 4th edition spare parts catalogue.

It is interesting to note that the Francorchamps, which were manufactured in Belgium from completely knocked down (CKD) TR2’s beginning in 1954, were fitted with both chrome bonnet and boot lid hinges. One wonders if it was Francorchamps that came up with the idea of chrome hinges. Is it possible Triumph adopted the idea of chrome hinges from Francorchamps?

The boot lid hinges were painted body color on all TR2’s. Chrome boot hinges were not introduced until commission number TS8637 (first TR3)

No cockpit air vent was present behind the bonnet until TS6157.

Windscreen wipers parked to the right (as you face the front of the vehicle) on the TR2 and TR3 models through commission number TS12567, instead of parking to the left as on later TR3 and TR3A models beginning with commission number TS12568. This difference is attributable to the placement of the windscreen wiper motor. The windscreen wiper motor was located on the left side on the TR2 and early TR3’s through commission number TS12567. Thereafter the windscreen wiper motor was relocated to the right side as you face the vehicle. Windscreen wiper wheelhouses (portion protruding through the bulkhead) were painted body color rather than chrome plated as on later models. The large retaining nut was chrome plated however. The windscreen wiper wheel houses were approximately 10¼ inches apart on commission numbers TS1 through approximately TS994. Thereafter the wheel houses were approximately 14½ inches apart.

The rubber seal on top of the windscreen on perhaps the first 1000 or less TR2’s was narrow and did not wrap around the rear edge of the windscreen. Later TR2’s incorporated the more common top windscreen seal which wraps around the rear edge of the windscreen. This seal was then continued through the TR3A/B models.

Full length “long” doors were present through commission number TS4001, i.e., no outer rocker panels were present under the doors. Beginning with commission number TS4002, TR2’s had outer rocker panels under the doors and therefore had (short doors)

A special door seal was used on the inside bottom edge of the “long door” models. The seal was “J” shaped with the short leg of the “J” pointing upwards at the front of the door, with the long part of the “J” then running backwards from there on the bottom edge of the entire length of the door. The seal was glued to the door, was made of rubber, and formed an air seal between the door and the inner rocker panel when the door was closed.

No exterior door handles were present on TR2’s.

The hood (convertible top) had a single rear window and was made of three separate pieces of vinyl sewn together – not heat welded – through commission number TS4306. Beginning with TS4307, hoods (tops) had three rear windows for better visibility. Convertible top colors available included initially ice blue, geranium, blackberry, and later, black, white, and fawn.

The TR2 sidecurtains had sewn-in single piece windows through TS8636. As indicated elsewhere, the sidecurtains were attached to the doors with baby Tenax fasteners through TS5255. Beginning with TS5256, sidecurtains were attached with Lift-The-Dot fasteners. The two piece sliding window sidecurtains were fitted from the factory for hardtop models. Sidecurtains had a two-sided pull tab zipper sewn into the bottom flap for access to the interior door pull since no exterior door handles were present. This zipper was present through TS8636. TR2’s that were equipped from the factory with hardtops, were fitted with sliding window type sidecurtains with no zipper; however, the flexible lower flap was still present on the sidecurtains.

There were only three Tenax fasteners on the doors for attaching both the side curtains and tonneau cover for approximately the first 100 TR2’s. Thereafter, there were four fasteners on the doors for attaching the side curtains and tonneau cover (Note: larger Tenax fasteners are pictured).

Sidecurtains were secured to the exterior of the door with baby Tenax fasteners through at least commission number TS3513 (Note: larger Tenax

fasteners are pictured). There is some evidence that beginning with TS3514, the larger Tenax fasteners may have been fitted. However, this has been difficult to verify with my own research. Beginning with commission number TS5256, Lift-The-Dot fasteners were used . There is some evidence there may have been a mixture of Tenax and/or Lift-The-Dot fasteners used in combination during the transition period. The area below the sidecurtain window could be flipped up if the fasteners were loosened to access the interior door pull.

The hood (convertible top), hood sticks cover, and tonneau cover were also attached with baby Tenax fasteners through TS3513 (Note: larger Tenax fasteners are pictured). Beginning with commission number TS3514 the larger Tenax fasteners were used up through commission number TS5255. Thereafter Lift-The-Dot fasteners were used.

The boot lid had no handle. Instead, there was a keyed lock in the center where the handle was located on later cars. This feature continued on early TR3’s through commission number TS22013.

Two budget locks, located parallel to the keyed lock on the left and right corners, were used to secure the boot lid. Corner budget locks were actuated using the same “T-handle” used to open the spare tire compartment.

The budget locks on the boot lid were identical to those used for the spare tire compartment cover but were covered with chrome “fig leaf” covers instead of the “toilet seat” covers used on the spare tire compartment cover.

There were no separate turn signal lights present on the rear apron of the TR2’s. Outside tail lights were wired as turn signals and running lights. The outside tail lights were not wired as stop lights.

Early outside tail lights were rectangular similar to those used on MG-TDs, but the matching chrome bezels were completely different and not interchangeable with the MG-TDs. Early rectangular tail lights were used on commission number TS1 through approximately TS1306. The rectangular tail light lenses on TS1 are known to be made of glass but TS2, TS3, & TS14 were fitted with rectangular plastic lenses suggesting that virtually all of the TR2’s were fitted from the factory with the less expensive plastic tail light lenses. (Please advise if

you have evidence to the contrary.) Beginning with approximately TS1307 and continuing through the TR3B's, the more common oval tail lights were used.

A round reflector was "hung" just below each tail light on TR2's for the "Home" market (UK and perhaps Europe) for commission numbers TS1 through approximately TS1306. This was a legal requirement in England and Europe. The reflector was not required in the USA market although some examples can be seen in the USA. The reflector was necessary with the rectangular tail lights because they did not include a reflector inside the plastic lens. A reflector was present in the later oval type tail light lens starting with approximately TS1307.

The brake light on TR2's was located above the rear license plate only. The brake light was a combination brake and license plate light with a plastic red lens. This same center brake light was used on TR3's through commission number TS22013.

The lifting jack was stowed in the spare tire compartment. Early jacks (provided for commission numbers TS1 through TS5468, according to the factory service bulletin) were made of a piece of all thread rod material with an articulated handle and a round base plate. Beginning with commission number TS5469, the later style, stronger jack was provided coincident with the "beefing up" of the frame lifting point.

A wheel brace (lug wrench) was provided if the vehicle was fitted with steel wheels. The first 1000 or so TR2's used smaller 11/16 in. lug nuts like those used on the Mayflower so the lug wrench was necessarily somewhat smaller. Thereafter the larger 7/8 in. lug nuts were used and the provided lug wrench was changed to match the larger lug nuts. A knock-off hammer was provided if wire wheels were fitted. Both the lug wrench and knock-off hammer (if wire wheels were fitted) were stowed in the spare tire compartment

UNDER BONNET

Bonnet springs and guide pins were present on the front left and right of the underside of the bonnet through commission number TS4228. The bonnet prop rod and safety catch lever through commission number TS4228 were different. The safety catch lever pointed to the right as you faced the vehicle.

The bonnet prop rod receiving end bolted to the front top of the nosepiece and did not include a spring through commission number TS4228.

The bonnet latching mechanism for cable release bonnets was present on the inner wheel arches on the left and right sides through commission number TS4228.

The bonnet release cable was present on the inner left wheel arch (as you face the vehicle) inside the engine compartment. The cable looked like a choke cable, protruded through the bulkhead, and attached to the wheel arch with a single metal clip, approximately 1/4 inch wide. A second cable ran between the bonnet latches from right to left.

Beginning with commission number TS4229 and continuing through the TR3B model, the complicated bonnet cable release mechanism was replaced with two chrome plated Dzus fasteners located on the right and left sides of the front portion of the bonnet. The Dzus fastener bonnet locks were actuated manually by using the same coach key provided for the boot and spare tire compartment budget locks. In addition, a new, center bonnet lift spring was introduced which included a slot for the receiving end of the prop rod and safety catch. This bonnet lift spring mechanism was attached to the front nosepiece.

The first and likely second TR2's had no neck extension on the radiator. Beginning with approximately TS3, the radiator had the standard radiator neck extension with radiator cap for filling purposes as was used on all Triumphs through TR4's. On the early radiators (TS1 through approximately TS1200) the fitting for the top radiator hose was approximately 1/4 inches from the neck extension whereas on the later radiators the distance was approximately 2/4 inches from the neck extension. This difference is attributable to the different thermostat housing used on the early TR2's (TS1 through approximately TS1200).

As indicated above, a special thermostat housing located on the engine block was used on commission number TS1 through approximately TS1200. On TS1 and likely TS2, the radiator cap was located on the special thermostat housing. Beginning with approximately TS3 through TS1200, a triangular blanking plate was fitted to the top of the special thermostat housing since the radiator filler cap was now located on the radiator neck extension.

Beginning with TS1201 and continuing throughout the TR4 model, the more familiar standard thermostat housing was used.

All TR2 radiators originally had a tin plate, generally soldered to the top of the radiator, which included the manufacturing date of the radiator. This tin manufacturing plate often rusted away or otherwise disappeared if the radiator was ever removed and “boiled out”.

Beginning with TS3512, a bolt-on steel frame crosspiece was added to the frame underneath where the radiator bolts to the frame. The purpose of this crosspiece was to protect the lower radiator tank from parking curb damage.

The engine block was painted satin black. The engine number is stamped into the right side of the engine block just to the right of the ignition coil. The engine number begins with the letters TS and ends with the letter E unless the engine was replaced by the factory or authorized dealer in which case the engine number may end with the letters FR. The factory reconditioned (FR) engines in England were often painted a different color (blue) and a tin plate with the date, rod bearing specifications, etc. was riveted over the original engine number plynth. The TS number on the engine block should normally be higher than the vehicle commission number by no more than 100 in the early TR2 model run and no more than 400 by the end of the model run. For examples, TS1LO was fitted with engine number TS3E, whereas TS8637 (first TR3) was fitted with engine number TS8997E. A few examples can be found where the engine number is lower than the commission number. This was more likely to occur in the first 1000 or so commission numbers. The engine numbers were not used by the factory on Triumphs in strict sequential order. Some engines within the sequence were sold and used in other vehicles, e.g., the Swallow Doretti's, Francorchamps & Morgans. The oil filter canister was painted black, silver, or (AC-Delco) sea green. 1½ inch SU H4 carburetors were standard on all TR2's and were bolted to the intake manifold with two bolts rather than four bolts. Beginning with the TR3, the larger (1¾ inch) SU H6 carburetors were used which were bolted to a revised intake manifold

with four bolts. The air filters were black or silver and appear to be the same as those used on the TR3A but had a smaller opening on the rear to match the smaller, two bolt H4 SU carburetors. The bolt pattern on the rear of the air filters caused the filters to be centered on the carburetors rather than offset forward like on the later TR3A models which used the larger, four bolt H6 SU carburetors. A round sticker was present on each TR2 air filter. The large letters “AC” were printed on the sticker in white on a blue background along with some additional wording. The intake manifold was unique to TR2's and early TR3's to accommodate the smaller 1½” H4 SU carburetors and the different (“low port,”) cylinder head. The cylinder head was also unique to the TR2's and early TR3's and was used through engine number TS9350E. The cylinder head became known as the “low port” type as opposed to the “high port” types used on later Triumph models. The “low port” cylinder head is easily recognizable side-by-side next to a “high port” cylinder head. The round intake openings are much lower on the “low port” cylinder head than those on the “high port” cylinder head. With the cylinder head bolted to the engine the difference is more difficult to see. The “low port” cylinder head is flat across the top where the intake manifold bolts to the cylinder head whereas on the “high port” cylinder head, where the intake manifold bolts to the cylinder head, there is a pronounced arch above each of the four cylinders where the intake ports would be located. The TR2 valve cover was painted satin black rather than chrome plated.

The painted TR2 valve covers had a decal on the right side of the valve cover (as you face the vehicle) which gave the “cold” valve clearances in white letters.

The TR2 used a taller oil breather cap with a unique decal. The oil breather cap was painted satin black. If you are having difficulty locating a correct oil breather cap, it is my understanding that the same oil breather cap was used on the contemporary Rover P4 & P5 models.

Only a front camshaft bearing was used on early TR2 engines until engine number TS8997E. Thus, the retaining bolts for the camshaft bearings were not present on the right side of the engine (as you face the vehicle) until engine number TS8997E. A unique

distributor was used on the TR2. It is identifiable only by the part number DM2 40403 embossed on the side of the distributor pedestal and was used on engine numbers TS1E through TS8212E. Thereafter distributor part number DM2 40480 was used through approximately 1960. There was a plastic retaining strap holding the coil wire and the third & fourth spark plug wires together just to the right of the distributor cap. The plastic retaining strap dimensions were approximately 3 1/4 inches in length. The restraining strap is approximately 7/16 inches wide at the clasp end, and approximately 3/8 inches wide throughout its main length (arrowhead notches). The windshield wiper motor was mounted on the left side (as you face the vehicle) on TR2 and early TR3 models (commission numbers TS1 through TS12567). As previously indicated, the windshield wipers pointed to the right when in the "at rest" position. The commission number plate (vehicle identification number) is unique to the TR2 and is riveted to the bulkhead just behind the windshield motor on the left side of the vehicle (as you face it.) Just above the battery are two body number tags screwed (not riveted) to the bulkhead. The first tag will start with the letters "EB" followed by 4-6 digits and was used for fully trimmed bodies all the way through the TR3A's. The "EB" number is generally close to the original commission number but slightly higher. This was the body number designation used by the factory when the bodies were fully trimmed out with interiors. The second, lower body number tag, which consists of all digits, is the official body number used by Triumph. This six or seven digit body number is what appears in the official Triumph factory vehicle build records for all TR2's and TR3A's

Beginning with the TR3B's, the two separate body number tags were no longer used. Instead, the bodies were manufactured by Foreword Radiator and had a single body number tag which carried the designation TSF followed by 1 to 4 digits (TSF 1 through TSF 3350).

It is debatable whether or not the body number tags should appear in their natural brass color or if they were painted the original body color. My personal opinion is that the EB body tag was painted body color and the lower all digit body number tag was unpainted natural brass. However, seemingly "original" vehicles are found with either natural brass body number tags or body number tags painted the original body color.

The battery cable terminal ends were the Lucas "helmet" type and attached to the battery with a single metal screw through the top of the lead "helmet". The word "Lucas" was cast into the battery cable terminal ends

The positive ground battery cable was un-insulated, braided, steel wire. The negative battery cable was insulated with a braided solid black cloth exterior.

The battery hold-down bar was painted semi-gloss black and was attached with tall shoulder wing nuts.

Beginning with TS3288, a battery box drain was added. Prior to TS3288, no drain tube was present.

The wiring harness was covered on the exterior with a solid colored black braided cloth.

A Lockheed combination brake and clutch master cylinder was used on the TR2 and TR3 through commission number TS13045.

The brake pressure electrical switch was located on the left upper frame (as you face the front of the vehicle).

INTERIOR

All interior panels were attached with No. 4 metal screws with matching cup washers.

The early TR2's through commission number TS6156, did not have a center vent behind the bonnet so therefore the tonneau capping piece above the dash was solid with no center hole for a vent control. Beginning with commission number TS6157, a center vent was added.

The Tenax studs for attaching the front edge of the tonneau cover on the early TR2's through commission number TS1871, were located directly behind the windshield. The early Tenax studs behind the windshield bolted directly through the cowl and were the machine screw type. This made the front edge of the tonneau cover difficult to attach. Beginning with commission number TS1872, the Tenax fastener studs for attaching the front edge of the tonneau cover were moved and screwed directly through and into the dash capping piece itself. The later Tenax fastener studs were therefore the wood screw type. The earlier tonneau cover is slightly longer from front to back to accommodate the difference in the location of the

frontmost Tenax fasteners. As a result, the earlier and later tonneau covers are not interchangeable.

Four chrome capping bolts with chrome washers were present between the windscreen and tonneau capping piece above the dashboard. The chrome capping bolts sealed off the holes where the optional competition racing windscreens attached to a captured nut affixed to the underside of the cowl. This feature continued on TR3 models through commission number TS32833.

The TR2 passenger grab handle was narrower than later models and was coated with black plastic rather than chrome plated.

The TR2 center instrument panel was covered with the same color vinyl as the dashboard rather than painted with black wrinkle paint.

The starter button knob on the early TR2's included only the word "STARTER" whereas the starter button knob was labeled "STARTER PUSH" on the later TR2's. In addition, the choke cable knob on the early TR2's included only the word "CHOKE" whereas the choke cable knob on the later TR2's was labeled "CHOKE PULL".

The RPM counter (rev counter) on approximately the first 1100 TR2's did not have a red line at the 5000 RPM mark. Beginning at circa TS1100, a red line was added at the 5000 RPM mark. The various editions of the Triumph spare parts catalogues used the same Triumph part number (#106970) for both types of rev counters.

The overdrive switch (if equipped) was a push/pull type similar to the panel light switch. It carried the words "overdrive pull" (through commission number TS6265 only). Thereafter the more common "pear-shaped" overdrive switch was used.

Adjustable steering was also available as an option. The adjustable steering wheel is easily recognizable by the difference in the positions of the steering wheel spokes. Notice that the spacing between the two inner wires is noticeably further apart on an adjustable steering wheel compared to a standard steering wheel.

Interior door pulls were leather straps the same color as the door panels and attached to the doors at the front-most end with a plated arrowhead and screw at the top of the door panel. The rearmost end was attached with a plated acorn nut to a stud protruding

through the door panel from the door latch mechanism.

Chrome plated escutcheons were used under the rearmost end of the door pull between the door panel and the door pull.

Chrome plated "wedge type" side curtain brackets were used on the TR2, TR3, and TR3A models through TS28825. The sidecurtans were secured to the wedge type brackets with a knurled nut.

Through commission number TS4228, the bonnet release was located on the right side of the interior just below the dashboard. The release looks like a choke cable with a color keyed knob (black or tan) with no lettering.

TR2 clutch and brake pedal pads did not have a "T" molded into the rubber. Instead, ribbed vertical lines were molded into the pads. Because the pedal pads are a constant area of wear, most TR2 pedal pads have been replaced with the more familiar and readily available pedal pads used on the TR3/3A/3B/4/5/6's with a "T" molded into the rubber.

The brake and clutch pedal assembly was different on vehicles with the Lockheed twin master cylinder (through commission number TS13045) and is not interchangeable with that of later models. This difference is attributable to the distance between the push rods (master cylinder end) actuated by the pedals on the Lockheed twin master cylinder compared to the two separate cylinders used in the Girling braking and clutch system fitted to commission numbers TS13046 onward.

Upholstery colors initially available included blackberry, geranium, and gray. Upholstery colors brown, stone, and red were added later in the TR2 model series.

The seat squabs were squared off on the front corners and featured four longitudinal pleats as on early TR3's. The seat backs were not padded as thickly as those on TR3A seats.

Seat upholstery piping on TR2's was the same color as the seats rather than a contrasting color as on TR3's.

TR2 seatbacks were rigid and neither seat back folded forward. Beginning with commission number TS8637 (the first TR3), the passenger seatback folded forward.

The carpet set consisted of 26 separate bound pieces glued down with the exception of the pieces below the feet which were attached with snaps.

No carpet clips were present on the firewall since the vertical part of the foot well was carpeted with a separate glued-on piece.

The carpet colors available included geranium, stone, brown, blackberry, red, and gray.

The carpet was cut-pile (approximately ¼ inch thick), non-loop wool material similar to Wilton II wool carpet.

A heel pad was present on the driver's side carpet only. The material used for the heel pad was similar to running board material with ridges going left to right.

According to the various Triumph Parts Catalogue editions, beginning with TS5089, rubber floor mats (part numbers 701238 (RH) and 701237 (LH)) were offered. These were substitutes (not overlays) for the underfoot carpet pieces in front of the passenger and driver-side seats. As of this writing, it is not clear whether they were installed by the factory or were simply available.

An overdrive transmission was available as an option. Pre- TS5980, the overdrive used a 1½" diameter operating piston, and the overdrive operated on fourth gear only. Post- TS5980 (or TS6226?), a 1¾" operating piston was used and the overdrive operated on second, third, and fourth gears.

The gear shift lever on the early TR2's through commission number TS2876 consisted of two separate pieces. Beginning with commission number TS2877 through the TR3B's, the more familiar one piece of gear shift lever was fitted.

A transmission fluid level dipstick was present along with a rubber access plug located on the right side of the transmission cover. Rubber access plugs for the transmission dipstick and universal joint, as well as the stick shift lever grommet, fit down on top of the carpeting. No carpet binding was present around these openings unlike later models.

Draft excluder seals (two per door) were located along the back edge of the side footwells between the front leading edge of the door and the side footwells, and just behind the rear vertical edge of the doors under the interior dogleg panels. The draft excluders were covered with vinyl to match the door panel material, rather than fur-flex which was used on TR3 and TR3A models. The draft excluder seals were attached to the edge of the side footwells with vinyl covered plywood doglegs matching the contour of the rear edge of the side footwells. The plywood dogleg strips were approximately ¼ inch thick and ⅞ inch wide with beveled edges and were attached to the side footwell panels with screws.

The jack aperture covers located on the floor in front of the seats on TR2's were made of steel not rubber with a spring steel crosspiece to hold them in place. The jack aperture covers at some point may have been changed to a rubber plug but there is some confusion about the exact changeover date. We know for certain that as late as TS7093 the jack aperture covers were still metal. Contributing further to the confusion, both types of jack aperture covers were designated as Triumph part number 603384 in parts catalogue editions 1, 2, 3, & 4.

The TR2 tonneau capping pieces located just behind the doors, fit down over the top of the interior dogleg panel unlike later models where the dogleg interior panels fit over the tonneau capping piece.

The interior of the boot floor only was covered with a single piece of carpet with no bound edges, and was attached with six screws and cup washers (three screws on each side). There were no coverings of any sort on the boot side areas or the wheel arches.

The petrol tank cover inside the boot was made of Rexine-covered flat millboard, generally, the same color as the interior; although, there are some seemingly original TR2's where the boot side petrol tank cover was the same color as the exterior paint.

FRAME DETAILS

Suspension parts and frames were painted what was known as "gloss black" at the time. Today the gloss black paints that are available on the market are considerably more glossy (or shiny) so care should be taken when restoring your vehicle to make sure not to use high gloss black.

TR2 frames were generally painted gloss black as were all suspension parts. However, there are rare instances where body colored frames were fitted from the factory on a special order basis.

Early TR2 frames had no buttresses welded to the frame where the rear lever shock absorbers were mounted. Early on this was recognized as a weak area so several attempts were made to “beef up” this area. Finally, beginning with TS4699, substantial buttresses were added to the frame in this area for additional strength. The factory issued a factory service bulletin which included instructions for retrofitting the buttresses to earlier frames. (See Factory Service Bulletin – rear shocks pg1 and rear shocks pg2)

Beginning circa TS1300, the frames were manufactured by Sankeys. Prior to that, the frames were manufactured by the Triumph factory.

Frame types were numbered however each individual frame did not have a unique number. The frame type tags were welded onto the top front major cross member piece. As previously indicated, approximately the first 1300 frames were manufactured in the Triumph factory and carried the designation “Z10 through possibly Z19”. The frames manufactured by Sankeys carried the designation “Z21 through possibly Z29”. It appears that after the split column steering was introduced, the frame designation may have changed again to “Z31”.

The slot where the lifting jack is inserted into the frame was modified beginning with commission number TS5469, to accommodate the stronger lifting jack as mentioned in the Exterior Section of this article. (See the Factory Service Bulletin – lifting jack – frame pg1 & frame pg2)

The front wheel hubs changed several times before circa TS5000 to alleviate cracking. Some early hubs have grease nipples. Others include an attempt to strengthen them by reinforcement. After circa TS5000, the hubs were the same until disc brakes were introduced on the TR3 model.

Beginning with commission number TS1634, the external size of the lug nuts used for attaching the steel wheels was increased to 7/8 inches from the previous 11/16 inches. This required that the wheel brace (lug wrench) be changed as well to 7/8 inches. It was found that under extreme competition conditions the 11/16 inch lug nuts could pull through the steel

wheels. (See the Factory Service Bulletin – wheel nuts).

Beginning with approximately commission number TS1869, the road wheels were changed in such a way that the center portion of the wheel was now welded onto the outer portion of the steel wheel. This is a difficult change to explain in words but is quite noticeable if one views a pre-TS1869 versus a post-TS1869 steel wheel.

The steel wheels on all TR2's & TR3's were painted body color. It was not until the introduction of the TR3A model in 1958 that steel wheels were painted a silver/aluminum color. The optional 48 spoke wire wheels were painted silver/aluminum.

The front brakes were 10" x 2¼" drum type on all TR2 production cars. Only the prototypes were fitted with 9" x 1¾" drums. Front wheels were equipped with Lockheed twin wheel cylinders on each wheel.

The rear brakes were 9" x 1¾" drum type through commission number TS5442. Beginning with commission number TS5443, the rear drums were increased in size to 10" x 2¼". Both sizes used a single Lockheed wheel cylinder.

The differential utilized coarse splined axle shafts (vs. the TR3's fine splined axle shafts) and had characteristic four-bolt outer axle bearing housings. The brake backing plates bolted on with four bolts.

The early prototype cars had a rear axle ratio of 3.89:1 (using 5/16" crown wheel bolts). Production TR2 model cars had a rear axle ratio of 3.70:1 (using 3/8" crown wheel bolts). A rear axle ratio of 4.1: 1 was available presumably after TS6226 when overdrive on 2nd, 3rd, and 4th gears was introduced.

A steel brake line behind the front-most frame crossmember connected the two front brakes.

The wire wheel splines were NOT bolt on adapters through commission number TS8637. They were separate one-piece hubs on both the front and rear. The wire wheel splines were part of the wheel hub and were attached in the front to the stub axle. In the rear, the wire wheel splines were attached to the differential axle shafts with a single center castellated nut and cotter pin.

The TS numbers stamped into the transmission and differential casings should be close to the vehicle commission number but will be slightly higher.

The pre-TS2532 TR2's exhaust system included no resonator which resulted in a "throatier" exhaust note. Beginning with TS2532, a resonator was added which substantially reduced the noise level of the exhaust. Many TR2's were retrofitted with the later resonator in order to quiet the exhaust.

OPTIONS AND ACCESSORIES

All TR2's came equipped from the factory with a lifting jack, engine crank, and either a wheel brace (lug wrench), or wire wheel knock-off hammer if wire wheels were supplied.

Certain optional equipment items were best purchased with the vehicle upon placement of the original vehicle order with the Triumph dealer. These optional equipment items included a heater and defroster, overdrive transmission, wire wheels, steel hardtop, adjustable steering, and competition springs. These

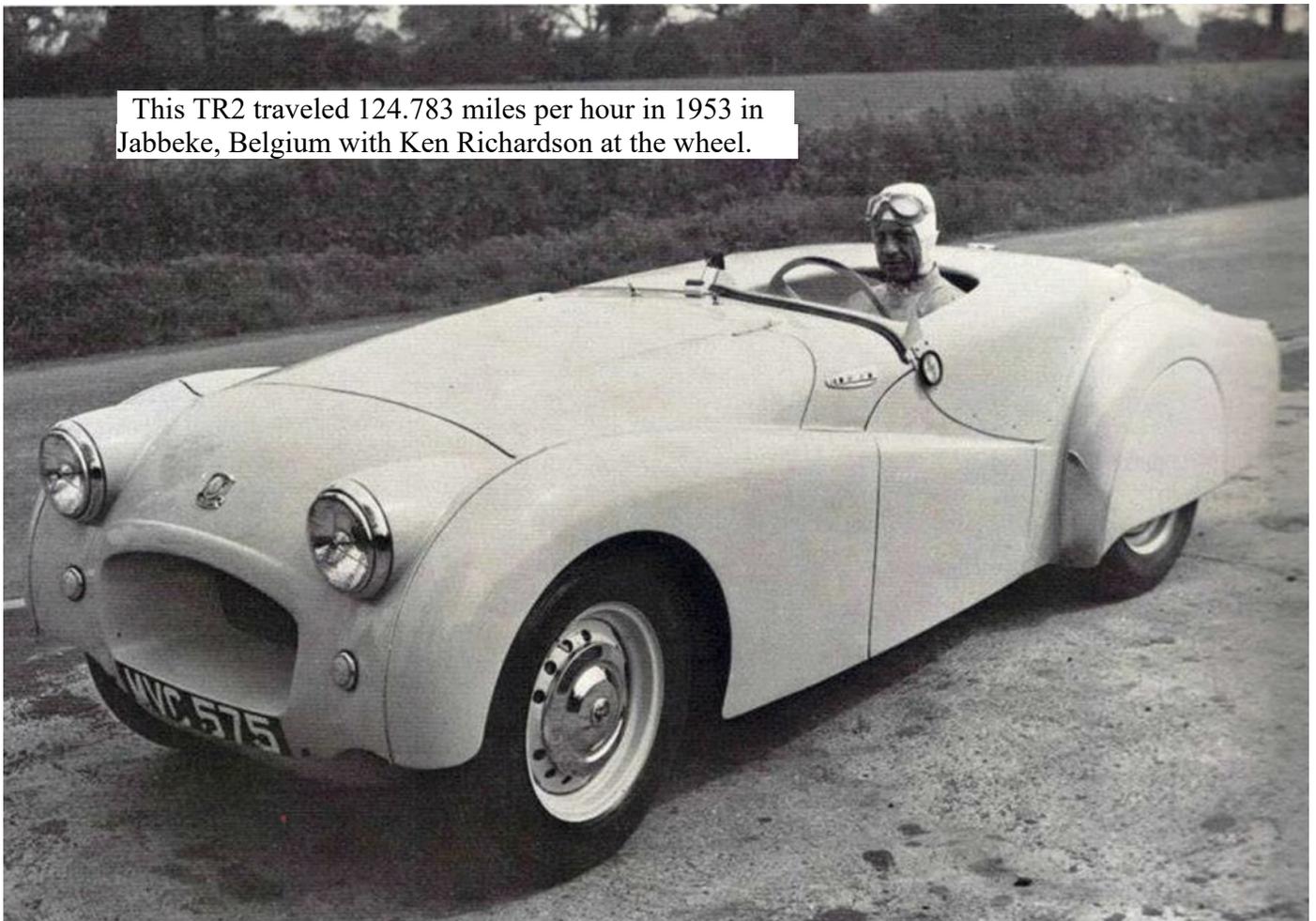
items could be ordered later through the Triumph dealership network; however, dealer installation was costly.

Other optional accessories which were available for purchase through the Triumph dealership network included a complete tool roll, badge bar, seat covers, tonneau cover, hood sticks cover (convertible top frame cover), wheel trim rings, rear wheel spats, fitted suitcase, luggage rack, competition radiator & sump skid shield, aluminum oil sump, undershield kit, ashtray, cigarette lighter, two speed windscreen wipers, windscreen washers, reverse light, spot lamp, (right side in picture) fog lamp (left side in picture), tailored loop floor mats, interior anti-dazzle mirror, wing mirrors, racing windscreens, and competition license holder.

A Triumph Sports Car Instruction Book (owner's manual) was provided from the factory in the glove compartment of each vehicle. In addition, enthusiasts could purchase from the dealer a Service Instruction Manual and Spare Parts Catalogue



This TR2 traveled 124.783 miles per hour in 1953 in Jabbeke, Belgium with Ken Richardson at the wheel.



WHAT THE 1973 TRIUMPH STAG GOT WRONG—AND WHAT IT GOT RIGHT

Bobby Clark
10/08/2025



The 1973 Triumph Stag was a bold attempt by British Leyland to create a stylish grand tourer that could rival European luxury sports cars. With its sleek Michelotti design and a unique V8 engine, the Stag had plenty of promise. However, it quickly gained a reputation for mechanical issues and questionable reliability. This article explores what the Triumph Stag got wrong—and what it surprisingly got right.

ENGINE DESIGN FLAWS



One of the most talked-about issues with the 1973 Triumph Stag was its engine design. The Stag was equipped with a 3.0-liter V8 engine that, on paper,

seemed promising. However, the design suffered from a series of flaws that plagued its performance and reliability. The engine's aluminum head was prone to warping and cracking, leading to frequent overheating and other mechanical issues.

Moreover, the timing chain tensioners in the engine were inadequate, resulting in premature wear and potential engine failure. This was a major disappointment for enthusiasts who expected robust performance from a V8. The problems with the engine design were significant enough to overshadow some of the car's other positive attributes, making it a point of contention among collectors and vintage car fans.

ICONIC STYLING AND AESTHETICS

Despite its mechanical issues, the Triumph Stag was renowned for its iconic styling and aesthetics. Designed by the legendary Giovanni Michelotti, the Stag featured a sleek and sophisticated look that was ahead of its time. Its distinctive T-bar roof and elegant lines gave it a unique profile that still turns heads today.

From the sporty front grille to the refined rear end, the Stag's design was a perfect blend of British elegance



and Italian flair. Many car enthusiasts appreciate the Stag not just as a vehicle, but as a work of art on wheels. Its timeless design continues to be a major selling point for those looking to own a piece of automotive history.

COOLING SYSTEM ISSUES



The cooling system of the Triumph Stag was another significant shortcoming. The engine's tendency to overheat was compounded by an inefficient cooling system that struggled to maintain optimal temperatures. This issue was exacerbated in warmer climates, where the car's performance could quickly become compromised.

Owners often had to resort to aftermarket solutions to address these problems, such as installing larger radiators or more powerful fans. Despite these efforts, the cooling system remained a persistent hurdle for many Stag owners, affecting the car's overall reliability and driving experience.

COMFORTABLE AND SPACIOUS INTERIOR

On the flip side, the Triumph Stag boasted a comfortable and spacious interior. Unlike many sports cars of its era, the Stag offered a roomy cabin that could comfortably accommodate four adults. This made it a practical choice for those who desired both performance and comfort.



The seats were well-cushioned and supportive, ideal for long drives. The dashboard was thoughtfully designed, with controls that were easy to reach and operate. Leather upholstery and wood trim added a touch of luxury, making the Stag's interior a pleasant place to spend time, even if the ride was occasionally interrupted by mechanical gremlins

POOR BUILD QUALITY

Though the Triumph Stag had its share of flaws, its enduring appeal is a testament to the charisma that lay beneath its imperfections. Yes, the build quality was



inconsistent—assembly issues led to varying levels of finish and reliability, and owners in damp climates often battled rust. The electrical system, too, was notoriously delicate, sometimes turning everyday drives into exercises in patience.

Yet for all its quirks, the Stag's elegant design and open-air driving charm continue to captivate classic car lovers decades later—proof that character can outlast criticism.

INNOVATIVE TARGA TOP DESIGN

One of the Stag's standout features was its innovative Targa top design. This design allowed drivers to enjoy an open-air experience without sacrificing the structural rigidity of a full convertible. The Targa top

could be removed in sections, offering flexibility and convenience.



For many, this was a major selling point, as it combined the thrill of open-top driving with the practicality of a hardtop. The Targa design was a testament to the Stag's ambition to blend style with functionality, even if other areas fell short.

RELIABILITY CONCERNS



Reliability was a significant concern for the Triumph Stag, affecting its reputation and resale value. The combination of engine, cooling, and build quality issues meant that the Stag required frequent maintenance and care. Owners often found themselves

investing time and money to keep their cars on the road.

Despite these challenges, many enthusiasts were willing to overlook the Stag's faults in favor of its unique charm and character. For those who could manage its quirks, the Stag offered a rewarding driving experience and a connection to a bygone era of automotive design.

DISTINCTIVE V8 SOUND

One aspect of the Triumph Stag that continues to be celebrated is its distinctive V8 sound. The exhaust note of the Stag's engine is deep and resonant, offering an auditory experience that many car



enthusiasts find irresistible. This sound is a defining characteristic of the Stag, contributing to its enduring appeal.

For many, the V8's growl is a reminder of the car's sporting intentions and adds to the overall driving experience. Although the engine had its flaws, the unique sound it produced remains one of the Stag's most cherished features, drawing both admiration and nostalgia from those lucky enough to experience it firsthand.



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Editor's note: This is a paid ad.

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-West Coast rust-free Land Rover from long time owner Land Rover Las Vegas.

-2.0 Liter Petrol Engine w/4spd Gearbox w/OD. Green w/Green Interior & Tan Top.

1958 Land Rover Series 1 88" SWB 4x4 Hard or Soft-Top

-Orig. West Coast rust-free NADA Land Rover from Oregon Forestry in Wimpey Yellow.

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1960 Austin-Healey Bugeye Sprite 948cc

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THE CLUB LIBRARY IS OPEN

Now that the driving season is winding down, it's a good time to catch up on your reading and research.

The NJTA library is open for club members and its growth depends upon our interest and donations. It presently consists of a small selection of books, some magazines, part catalogues and DVDs.

So, before you discard that book, Triumph related periodical or DVD, please consider whether or not it would be appropriate to donate to our club library.

Items may be donated, borrowed or returned by contacting club member George Hughes via email at george@aic-nj.com or speaking with him at any club meeting.

George will bring your item, accept your return or donation at a club meeting, unless other arrangements have been made.

Please remember that George has a business to run (Authorized Imported Cars in Flemington) and has volunteered to host the library and provide the space as a courtesy to us. Please do not telephone him or drop by the shop unannounced. Be patient and communicate via email.

Digital material, such as Triumph service bulletins, selected TR workshop manuals and some tech session demonstrations, are available on our club website. NJTA members may access that material through the Members Only section. Select "MORE" and scroll down to "TECH-INFO".

The Library currently has the following materials:

- Guide to Car Collecting by Keith Martin
- Secrets of the Show Cars by Michael Bruce Associates
- The Race to the Future by Kassia St. Clair
- America On Wheels by Frank Coffey and Joseph Layden (PBS Companion Book)
- New Complete Book of Collectible Cars (1930-80) by Richard M. Langworth and Graham Robson
- Triumph Buyers Guide (Second Edition) by Richard Newton
- Triumph TR Parts Catalog TR 2-3-3A-4-4A (Anglo Parts)
- Triumph Parts Catalog TR 2-3-4-4A (Moss)
- Triumph TR250 Spare Parts and Engineering Manual (The Roadster Factory)
- Veteran and Vintage Cars by Peter Roberts
- DVD: Group 44 (whereabouts currently unknown)
- The Triumph Register of America (recent back issues)
- The Vintage Triumph Register (recent back issues)
- NJTA Regional VTR Convention July 1990 (club scrap book)
- ATA VTR North American Triumph Challenge July 1989 (club scrap book)

The library would benefit greatly (so would we) from donations, so please consider making a contribution to its shelves. Thank you. And thanks again to George Hughes!

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If you've forgotten how to access your member profile, click [here](#) to view a short video with instructions.

The discount applies to a wide range of products, with significant savings on special-order and behind-the-counter items. Generally, the discount is less for products on the store floor.

O'Reilly carries a few parts for our older Triumph cars including points, plugs, and filters, but you'll also save on parts for your modern vehicles or trailers. Members have found that purchasing just one major part, like a starter motor or alternator, can save more than the cost of annual dues! The amount of the VTR discount should increase over time, as the total purchases made by members increases.

To obtain your discount, just present your membership card with the discount number to the store clerk. The amount of the discount will vary with the product you are purchasing.

Please let non-members of VTR in your local club know of this new and **valuable benefit of being a VTR member**. The O'Reilly discount program alone can offset the cost of membership – making this the perfect time to encourage fellow Triumph enthusiasts to join our community.

Finally, we ask that your discount code **not be shared**, it is intended for VTR members only. The hope is this added value to a VTR membership will increase the number of active members!

Cheers,
Dave Pilcher
VTR president

New or Renewing

**JOIN OR RENEW ON
THE CLUB WEBSITE**



Membership Form

www.njtriumphs.org

You may use this form to either begin a new or renew your membership in The New Jersey Triumph Association. The NJTA is the premier Northeastern U.S. car club dedicated to the preservation, historical archiving and educating the public about Standard Motors Triumph Automobiles.

To start or renew your membership, please select the correct box below and fill out the form completely. Please print clearly and fill out the entire form even if you are an existing member as information changes over time and we need to keep current to allow you to receive all the benefits of your membership.

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Phone # (____) _____ (optional)

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Year and model Triumph(s) owned

There have been requests to have the roster available to the membership only. At the minimum, we will only print name, town, state and cars owned. If you do not want the following information included please check the appropriate box.

Do NOT include phone number in roster _____

Do NOT include full address in roster _____
(only town and state will be included)

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