

## IDENTIFICATION, DATING & PRODUCTION FIGURES

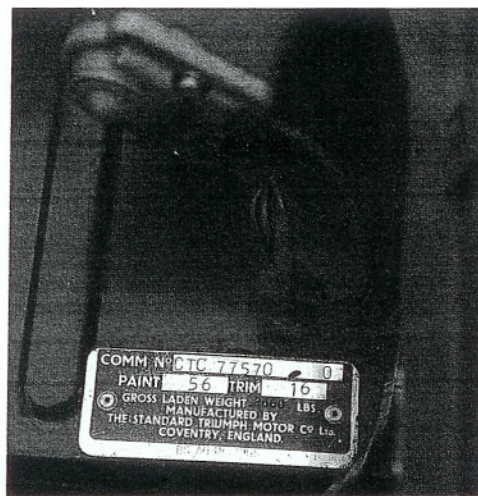
As with the earlier cars, Triumph used a logical numerical series of commission numbers with alphabetical prefixes and suffixes to identify these vehicles, each particular series having its own two-letter prefix. The letter 'L' to denote a left-hand drive car and 'O' to denote a car with overdrive as an original factory fitment continued to be used, although for some reason the left-hand drive suffix was changed to 'U' in late 1971. For an explanation of the term 'commission number', please see the TR2/3/3A section.

The TR4 prefix was 'CT', and the first production car, CT1, was built on 18/7/61. The series then continued as a straight numerical run through to CT 40304 built on 6/1/65. To assist with dating, the first car built in 1962 was CT 2649 on 1/1/62, the first in 1963 is believed to have been CT 18605 (not verifiable as production microfilm record is missing), the first in 1964 was CT 28709 on 1/1/64, and the first in 1965 was CT 40193 on 1/1/65.

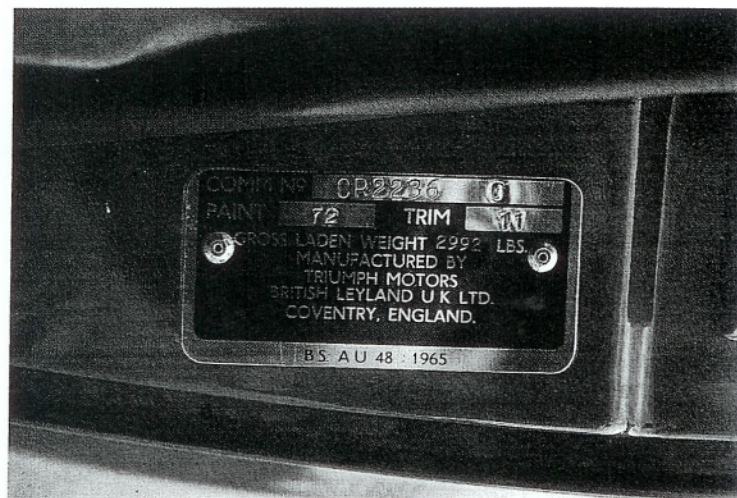
The TR4A prefix was 'CTC'. Rigid rear axle North American cars still had the prefix 'CT', but they were numbered in the same sequence as the 'CTC' cars. The first TR4A was CTC 50001: since CTC 50001 to 50005 were prototypes and development cars, the first true production TR4A was CTC 50006 built on 5/1/65. The first car in 1966 was CTC 64148 built on 3/1/66, and in 1967 it was CTC 75172 built on 2/1/67. The final TR4A was CTC 78684 built either on 10/7/67 or 17/7/67, the uncertainty being due to a contradiction in the factory records. I am aware that these dates are somewhat earlier than the previously quoted date for the end of four-cylinder TR production, but nevertheless the records do definitely indicate that TR4A production ceased in July 1967.

Some cars were still being exported from Coventry as kits for local assembly, and these frequently had an extra local prefix letter; for instance, Belgian-assembled TR4As had 'ICTC' prefixes. Belgian assembly continued right through TR6 production. No cars were built with commission numbers between 40305 and 50000 inclusive. Although North American cars were numbered in the above series, they were sometimes given an additional plate by the importer, bearing the letters 'STC' (Standard-Triumph Corporation)

*The TR4/4A type of commission plate, mounted on the front inner bulkhead. This one, from Ken Westwood's car, shows 56 for Royal Blue paint, 16 for Midnight Blue trim and an 'O' for overdrive at the extreme end of the 'CTC' number. Were the car trimmed in leather, an 'H' would prefix the trim number.*



*CR/CF series TR6s had the commission plate on the door 'B' post. The plates were produced by British Metal Engraving Ltd and came ready numbered in commission number sequence. However, details of paint and trim colour, and whether overdrive was fitted, were added at the factory by hand-stamping.*



followed by the last two digits of the model year. On the paperwork for a North American car, therefore, a commission number may appear in full as, for instance, 'STC 67 CTC 70001 LO'.

The manufacturer's name on the commission plate was given as 'Standard Motor Company Limited' on TR4s, but was changed to 'Standard-Triumph Motor Company Limited' on TR4As and subsequent cars built up to the end of 1970. From January 1971 to the end of the CP series of TR6s, 'Triumph Motor Company Limited' was used. All CR/CF series TR6s had the maker's name rendered as 'Triumph Motors, British Leyland UK Limited'.

TR5s were numbered in the 'CP' series, starting with CP1 as a prototype. The first production car in the records is CP2, dated 29/8/67. The first in 1968 is CP 586 built on 1/1/68, and the last TR5 is CP 3101, built on 19/9/68. As far as can be established for certain, only 2947 genuine TR5s were built

although the numbering was to 3101. It is not certain where the gaps in the numerical sequence fall. In view of the rarity and value of the TR5, cases have been known of 'converting' TR250 carburettor cars into supposedly genuine TR5s, so a check with the British Motor Industry Heritage Trust against the commission number would be a wise precaution prior to parting with a large bag of gold for one of these cars.

Some TR5s were assembled from Completely Knocked Down (CKD) kits in Belgium, and these cars have both an 'I' prefix and a 'P' suffix in addition to the normal LHD suffix: for example, ICP 500-LP. The North American TR250s had their own sequence, based on a 'CD' prefix and an 'L' suffix. The first TR250 was CD1-L built on 11/7/67, the first in 1968 was CD 2685-L, and the last was CD 8594-L built on 19/9/68. Again, there must be some gaps as only 8484 TR250s are believed to have been made.