### THE FIRST TRIUMPH OF MANY: CONTINUED... Paul Anderson

contents, having never realised the vintage TR movement is so large and in such good health up happy memories of a long-ago holiday. enjoyed TR Action for its other

much superior to the usual fitment and which I would like to see fitted as standard to all the Americans not being able to get their heads One of the pictures reminded me of a feature later models = the fly-off handbrake, in my view ghastly thing, the foot-operated parking brake, of the TR2 and TR3 that was not carried on into cars. I believe it was killed off by the US market, round it at all - but then they invented that long may it continue so! enough said! a device

was instinctive but overdone so we swung even the TR3's tendency to back-end skittishness, my reputation for letting go without warning, and Shrivenham along a straight piece of road that only serious accident (touching wood, as ever). It was a dark, damp evening about this time that converted me to doing something about Don't think I have let on about the incident I was finding out the hard way. My correction more violently the other way, broadsiding on muck-spreading season and I was on my way e down – the original Michelin X had a over the bump and swung violently right as of year at the height of the farmers' annual ended in a sweeping S bend humped in the speed a bit faster than prudent and where once had been a low bridge. really thinking, the back end lifted home via the A429 between Swindon and



to the verge where a drainage channel flipped us right over with me thinking 'What a stupid the shattered windscreen the tarmac passing way to go' as, now inverted, I saw through rapidly a few inches away.

the old school who regarded a difficult task as a myself quite uninjured other than a slight bump ditch, car on its nearside from which I extricated Body damage was extensive but the chassis the car for quite a few weeks as the inevitable introspective post-mortem leading to a set of a conclusion; giving me plenty of time for an We eventually came to rest in the roadside was fortunately unaffected, so I was without done very competently by local mechanic of Konis, the rather awkward process of fitting insurance/tin bashing procedure worked to on the head - plus considerable loss of face! challenge to be overcome.

it; besides, most articles bearing the Lexus name sedately these days so have never got around to present car but then perhaps I drive rather more dampers still function very well (at 154k+ miles) I have already described the transformation later have even considered fitting a set to my seem never to wear out and as the present it wrought, and now more than fifty years why bother?"

Harry

## WHAT IS IN A NAME? Bill Piggott

#### Dear Editor

is alienating and divisive and promotes 'The Committee" which was in use for vill be to abolish the term "The Board" when reference is made to the officers alone is thinking its use in this context of the club generally? I know i am not o hope that one of their first actions Please may we return to the term hairman and Vice Chairman upon heir recent election. Is it too much ongratulations to the club's new grown up recently l fear.

the awful "them and us" attitude that has

relations between those who run our club we revert to calling the club management BP or Shell; we may legally need directors, as we have for many years, but please can were also committee members), yet it was We are a CAR CLUB, for heaven's sake, not 1978 to 2010 and the term sufficed for all that time right back to our incorporation we have of necessity had Directors (who not felt necessary to call them "a board". just a committee? It will do wonders for the club's officials collectively from 1970 until a couple of years ago? I was on the as a limited company in the early 1980s Committee for most of the years from and the ordinary members.

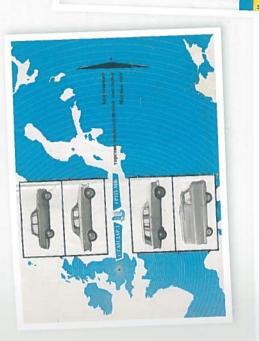
# FROM THE ARCHIVES

LETTERS

Alles a lateral

markets had long since moved on to focus on the Michelotti styled TR4, our Russian 1961 shows that whilst the USA and UK This Russian Triumph brochure from

Thanks to Patrick van Houtven for counterparts were still being sold digging this out! TR3As.



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#### of the NEC lighting, using other images ATMAC • M A LU N H bl U H A II P H PI E

## **JABBEKE CAR AT THE NEC** Kevin Warrington

One of the many delights of the Classic Motor Like many people, i have only ever seen black the same colour as TS2 and the Press cars. To and white pictures and films of this car, most Show last weekend (November 11th to 13th Jabbeke record car on the TR Register stand. famously in the promotional film produced by Standard-Triumph to commemorate the record setting event. I had always thought that the car was finished in white, perhaps my great surprise, I saw it was a pale shade at the NEC in Birmingham) was seeing the of blue!

use a camera will know that photographing anything inside the NEC halls is chalienging Pass and took full advantage to photograph was lucky enough to gain access to the hall Those of us who profess some ability to dismal yellow colour given off by the high due to the mixture of limited natural light intensity spotlights mounted on the roof. early on Friday morning by way of a Press through the roof level windows and the MVC 575 on the Register stand.

the car

pale shade of blue. This is even after adjusting the digital images to counteract the effects actually photographs as white, despite the human eyeball recognising the colour as a It is interesting to see that the colour

surrounding the stand whose colour is known that the car was painted deliberately choser to show up clearly on the photographs and It was also interesting to see the unique as a reference. So I wonder: was the colour Triumph badge fixed to the front apron of (because I took the original photographs) monochrome film stock of the day?

Editor on Kevin Warrington's rather nice book is also this issue of TR Action. Furthermore, a review report and photo spread appears later on in included. He was signing copies throughout Italia stand, however I am sure he would be copy who spots him in passing at any of the the NEC Classic Motorshow weekend on the happy to extend the same to anyone with a Thank you Kevin, and really pleased to hear Readers of this letter should note that a full that you enjoyed the TR Register display. TR events this year.



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### LETTERS

#### Dear Editor

and he sent this reply below. Many thanks l sent a copy of TR Action 293 to Harry Liddell, featuring Harry's car DMW 903C, to the team. Harry is delighted.

#### "Dear Paul,

beautifully presented and also enhanced by Thank you so very much for the copy of TR Action, your piece on DMW 903C is the well-chosen photographs.

been enlarged, and I was so impressed that I have now printed an enlargement of almost picnic party was a lovely surprise as (believe noticed before – so thanks again for stirring it or not) the original copy here has never Indeed the heading one of our holiday A4 size that has revealed details never

#### CUSTOMER Mavid Davies HAPPY

have owned a 1967 TR4A since 2000. The original colour of the car is recorded as Royal Blue but between 1967 and 2000 the car was re-sprayed Sapphire Blue.

spray cans to touch up various areas with paint supplied by the two main TR parts companies and the colour match was During my ownership I have used pretty good.

vehicles and may be contacted via sales@ came to my aid and has matched my TR's have provided this service to a variety of too light or dark. Luckily HMG Paints Ltd particular shade of Sapphire Blue. They supplied by the suppliers was either far was carried out but the current paint This summer however more work hmgpaint.com or 0161 205 7631.

Happy TR-ing!

Excellent that David has received a good service from the supplier mentioned. The TR Register cannot recommend suppliers amongst members through these pages. nor guarantee satisfaction, but we will always help to share good experiences

I also

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Editor

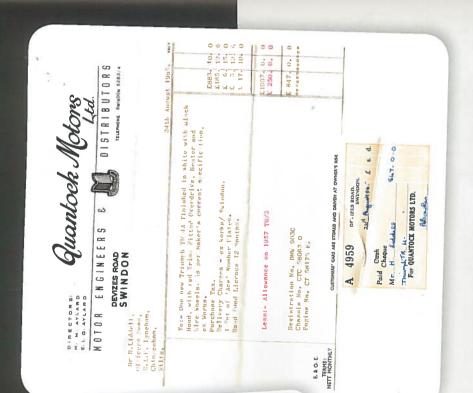
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ACTION

**TR4A CELEBRATORY SPECIAL ISSUE. 50 YEARS SINCE VICTORY AT SEBRING THE FIRST TRIUMPH OF MANY.** FROM PAGE 42

A TD Dedictor nublication for all





a knife to it; Harry said this was always an issue if you parked in the wrong

one jot. He was very fond of the car as was his brake servo to make the braking easier for Liz wife Liz who drove it regularly. Harry fitted a often exasperating 2CV". Harry remembered ad Harry placed and Harry confirmed it was replaced the TR4A with a "Greatly loved but the correct one - another piece of the car's The list of issues Harry had with the TR4A The TR4A was Harry's daily driver and he magazine and I found the original lineage did not dampen his enthusiasm for the car as he said the TR4A had a very hard pedal. car for his children to learn to drive in. He sold it on in 1976 as it was not a suitable placing the TR4A for sale in Motor Sport place, just like it is today. history documented.

available for the TR4A and that is what the cai not be the original set up as bought new - at now rides. Harry nodded as he knew it could with the performance and could not believe how it held the road. I explained that a Koni I have a personal fascination for cars from the mid-sixties to seventies. The issues Harry lengthy drive in the TR4A to see if was as he remembered it. Getting his 6ft 4-inch frame in to the passenger seat was interesting. He faced with his new TR4A muddy my picture shock absorber modification is now readily Industry of the time. Harry and I went for a hit it when he owned it. He was impressed Since meeting Harry we have also met told me that he had put the interior door but reflect the reality of the British Motor handle upside down so his knee did not sharp as a razor. 92 he is as

the other owners of DMW 903C. The second

port for fifteen years where it rotted and then car but hated it as there were too many speed for Triumph on the TR5, TR6 and the TR7. John 903C and hundreds of other Triumphs before. Long who inherited the TR4A as his company bumps on the roads in Wimbledon where he John Toll's father was the Operations Director the boot and that infuriated him. DMW903C company car and I had to give it back when I left the company. The next owner was Steve lived. Also, he could not get his golf clubs in it came back to me courtesy of my business partner Mark. I then spent a couple of years driving it and nearly three years restoring it then lived in the company accountant's car in 1980. John is good friends with Jonathan owned the pub that John Toll used to drink in. Simon sold the car to me. It was my first and running a restoration website where I sold the car to Simon Riddler whose father Skinner who supplied the trim kit for DMW owner was John Toll who restored the car met Harry.

A short film 'Harry Liddell in his own words' given me to find not only the invoice but also invoice for DMW 903C. Harry and Liz stood on Harry said seeing the TR4A again made him at the hotel I opened the envelope Harry had feel nostalgic and he was glad to see it was in from the man that bought it new. Once back We spent the drive back to our hotel talking the doorstep and waved us off with a smile. the original warranty too! They don't make good hands. Just before we left, he handed me an envelope that contained the original about what an incredible morning we had just had discovering the history of our car them like Harry anymore

can be seen at www.tr4a.weebly.com

# **Book Review**

SpeedPrd Series

How to improve

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**Review by Wayne Scott** 

#### **BY ROGER WILLIAMS & 6 – UPDATED ANI** HOW TO IMPROVE **TRIUMPH TR5, 250 REVISED EDITION.**

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RRP £27.50. Published by Veloce Publishing Limited. ISBN: 978-1-845850-13-5

Detailed practical advice on improving performance, handling, braking, comfort, appearance & reliability

ROGER WILLIAMS

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the invaluable series of Veloce titles has been Another much sought after publication from updated and reprinted for 2016. Out of print for some time these books have demanded versions at sensible cover prices once more. some pretty crazy asking prices online in recent times but happily the TR Register Using his own wealth of hands-on Shop is now able to offer these latest

performance of these six-cylinder TR models. explains in great detail how to increase the Through its 428 colour pictures, detailed experience combined with input from many amateur restorers and aided by TR specialists, the late Roger Williams

about enhancing braking, handling, general pretty much all you will ever need to know car for touring, fast road use, track days or captions and 160 pages this book covers performance, reliability and even interior more serious motorsport Roger Williams trim. Whether you wish to improve your explains it all.

quite technical principles and procedures different, is his unique way of explaining hugely technical to almost the level of a but in easy to understand language. At first glance the book may appear to be What is always striking about Roger Williams books, and this edition is no

what the enthusiast should know helping the soon drawn into Roger's narrative sharing his also manages to cut through the sales jargon DIY mechanic to make informed decisions on Williams passing in May of this year, this may be the last chance to purchase a copy of this book before the prices associated with rarity would down the local pub. Through this he workshop manual but read on and you are products and work they should undertake. knowledge in much the same way a friend that proliferates regarding tuning items to Having received the sad news of Roger strike again.

Available now via the TR Register Shop.



Original Motor Sport lineage advert from 1976.

P. Only Urs win-Winter-(30604 Jensen member (76425 d/MoT prove) A either (75506 11 (75506 775507 2-40007 2-40007 35 (75507 36 (75507 36 (75507 36 (75507 36 (75507 36 (75507 36 (75507) 37 (75507) 36 (75507) 37 (75507) 36 (75507) 37 (75507) 37 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 35 (75507) 3 car is In tspection Private 396 day-(76508

Seats ( except Bank seats l in one cities SEI A few 10-dar day w the fin AU DO AU

Original invoice.

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loose spokes too. So they all in turn went off to a specialist repairer, after which there was no more trouble aside from the additional cover the spare position - do you still have expense of having to buy a sixth wheel to that wheel?

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unaffected. Quantock Motors were eventually able to fix this, though I now forget what the mechanical significance as performance was from the region of the gear lever; it occurred when accelerating, emanating apparently only in the lower gears and was distinctly unpleasant, though apparently without Fairly early in the car's life I was much bothered by a metallic chattering noise rause was.

Around 1968 a failed linkage joint rendered resulting in the car being almost undriveable the rear nearside damper inoperative,

them out; hope you or a previous owner have Something never cured was rainwater leaks lived outside, it was a constant chore to have in the scuttle area; and, as the car necessarily to remove the 'carpets' and underlay to dry until it was repaired.

showed itself, the boot lid especially decaying Two other annoyances were the exhaust's not I am quite sure someone else has - and the ragtop's similar short span of a year or badly; cannot remember if I replaced it, if so longer. Later on the dreaded tin worm short life (two years max as I recall), and possibly a good deal else! been able to fix this!

remained untouched, aside from the constant had no option as both son and daughter had our other car (Audi 100) were suitable for the learner/just passed stages of a young driver's parted from it with sincere regret; however However, on the credit side the car never struggle to keep the carbs balanced and l come of driving age, and neither a TR nor let me down and was unfailingly reliable aside from that damper linkage episode. Routine maintenance apart the engine life."

The soft top needed replacing when

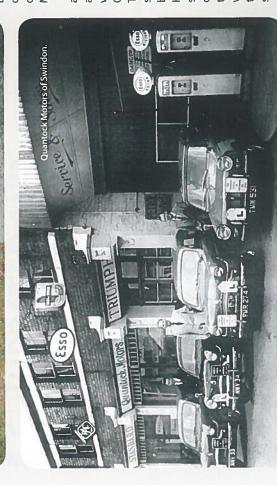
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someone put

 $\uparrow$ the other wheels showed they all had several softness in the left rear suspension but which between the two cars, mainly in the handling. the TR4A. Harry smiled when he said "Anyone were a number of minor problems during my Oil leak and noise from final drive unit, which a noticeable effect on handling. A letter to Sir Here, in Harry's own words, are a list of the smaller in cross section than the others, with quality no end but this was not an option for that the TR4A shock absorbers were not their local dealer to Harry was Quantock Motors in who knows anything about Triumphs knows thing could happen? Anyway all the original Buying a new car in 1965 was through the did not have a demonstrator for Harry to try, colour scheme of Triumph New White with a TR4A and driving the TR4A home he noticed "Under the skin all was not well and there typical of the bad period our motor industry buy anything that was pig-ugly". For Harry it bought the car on spec without test-driving some considerable performance differences Donald Stokes produced profuse apologies and of course a new tyre of the correct size, Swindon. Harry turned up to the dealership everything else out on the road at the time. more than with the previous TR3, but fairly to him although he did say he would "never with several defects. Harry drove his TR3 to first few years of ownership - considerably listed below in (more or less) chronological but one does wonder just how this sort of wheel being slightly loose, and a check on was all about performance and the chance seduced by the TR4A's good looks as it was Michelin X ASAP, not difficult as they wore Standard Triumph dealer network and the and said he would like a TR4A. The dealers Harry had modified his TR3 by fitting Koni for starters the car left the factory with an inoperative overdrive that took the dealer a few days to fix while other problems are The delivery of DMW 903C was delayed a week or two later than Harry had hoped expiry of the warranty I noticed a peculiar shock absorbers which improved the ride in fact was down to all the spokes in that what the car could do that was important took several attempts to fix - eventually as they were thin on the ground so Harry as the car was delivered from the factory Quantocks as he was trading it in for the Another wheel problem. Shortly after TOWARDS THE IN4A. HARRY SAID HE WAS NUL was going through at that time. Indeed, One rear tyre found to be marginally one. He placed his order and chose the Goodyear cross-plies were replaced by to own a car that was a bit different to problems with the car: out extremely quickly. PROBLEMS 1965-76: Matador Red interior. strongest point." sorted. order:

Harry then and now

Harry on holiday in Wales with his wife Liz, the two children and the in-laws, 1966.



to search the registration number of your car found a picture of DMW 903C on a Flikr feed The contributor turned out to be Harry's son at the end of a full restoration of DMW 903C taken by a chap who photographs lorries as left a request for him to get in touch, heard rain and snapped it. Adjacent to the picture nothing and had forgotten all about it. Fast seen our TR4A belting along in the pouring and I received this email from Harry via my So how did this come about? It is really fun forward a good few years and I was almost was a comment from a contributor stating that the car was bought new by his father. a hobby from a motorway bridge. He had online and see what pops up. In my case, l restoration website:

Harry and I arranged to meet. The DMW 903C Harry lives near Fairford so we could meet up. years I suppose I should make myself known." It was a great excuse for a good trip in the TR. I made sure we were staying close to where was our wedding car so on our anniversary I was taken aback but quite frankly over the moon. Several emails exchanged and attention to your website, so as owner of DMW903C for the first of its twelve or so Harry had amazingly kept the original "Hello there, my son has drawn my

issues he had with the TR4A

the purchase and all of the

is 92 now and remembers

very well. I was fortunate to spend a morning with Harry

to reunite him with the car he owned for twelve years receipt and invoice from 1965 and before we met up, he scanned it in and emailed it over. It showed the original chassis and engine

before selling it on in 1976.

receipt from Harry proved we had a matching different to that in the car so we presumed one and an apology stating a mistake had We had bought a Heritage Certificate and Certificate and it was replaced with a new numbers car. We challenged the Heritage the engine number on the certificate was it had been replaced at some point. The numbers and answered a big question. taken place in the research stage!

welcomed in by Harry and his very charming smiled, and showed us to his drawing room how tall Harry is - 6ft 4 inches and I thought chatted whilst I set up some cameras. Once settled I asked Harry about the TR and why We pulled up outside Harry's house and have to say I was a little nervous. We rang of the cramped cockpit of the TR4A. Harry wife Liz. The first thing that struck me was We all sat down and my wife Susi and Liz the bell, the door opened and we were looked out of the window at the TR4A,

DMW 903C was bought

riumph TR4A IRS

965 by Harry Liddell. Harry

new on the 24th August

he felt he should go for the TR3. He explained TR2 and it had impressed Harry so much that that the TR3 was a tricky little car sometimes 1957. He bought the TR3 as his cousin had a for the TR3 off his Standard Triumph dealer later, Harry managed to get £250 trade-in but it gave him great service. Eight years Prior to the TR4A, Harry had previously owned a TR3 that he had bought new in he had bought it?

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