

# THE FIRST TRIUMPH OF MANY: CONTINUED...

✉ Paul Anderson

Dear Editor

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

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

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

## HAPPY CUSTOMER

✉ David Davies

Dear Editor

I 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.

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

This summer however more work was carried out but the current paint supplied by the suppliers was either far too light or dark. Luckily HMG Paints Ltd came to my aid and has matched my TR's particular shade of Sapphire Blue. They have provided this service to a variety of vehicles and may be contacted via sales@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 nor guarantee satisfaction, but we will always help to share good experiences amongst members through these pages.

Editor



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

We eventually came to rest in the roadside ditch, car on its nearside from which I extricated myself quite uninjured other than a slight bump on the head - plus considerable loss of face!

Body damage was extensive but the chassis was fortunately unaffected, so I was without the car for quite a few weeks as the inevitable insurance/tin bashing procedure worked to a conclusion; giving me plenty of time for an introspective post-mortem leading to a set of Konis, the rather awkward process of fitting done very competently by local mechanic of the old school who regarded a difficult task as a challenge to be overcome.

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

Harry

## WHAT IS IN A NAME?

✉ Bill Piggott

Dear Editor

Congratulations to the club's new Chairman and Vice Chairman upon their recent election. Is it too much to hope that one of their first actions will be to abolish the term "The Board" when reference is made to the officers of the club generally? I know I am not alone in thinking its use in this context is alienating and divisive and promotes the awful "them and us" attitude that has grown up recently I fear.

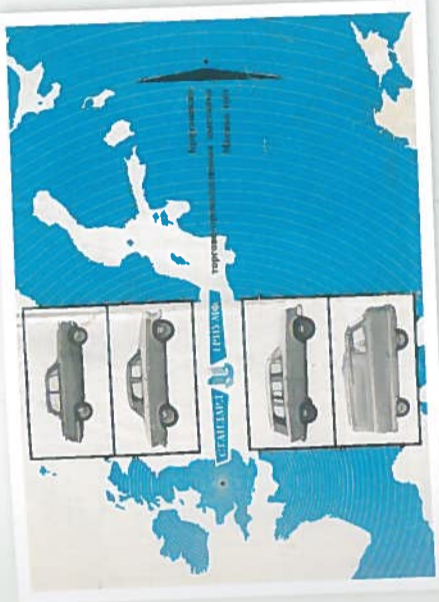
Please may we return to the term "The Committee" which was in use for

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

## FROM THE ARCHIVES

This Russian Triumph brochure from 1961 shows that whilst the USA and UK counterparts were still being sold TR3As.

Thanks to Patrick van Houtven for digging this out!



## JABBEKE CAR AT THE NEC

✉ Kevin Warrington

Dear Editor

One of the many delights of the Classic Motor Show last weekend (November 11th to 13th at the NEC in Birmingham) was seeing the Jabbeke record car on the TR Register stand. Like many people, I have only ever seen black and white pictures and films of this car, most 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 the same colour as TS2 and the Press cars. To my great surprise, I saw it was a pale shade of blue!

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

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

of the NEC lighting, using other images surrounding the stand whose colour is known (because I took the original photographs) as a reference. So I wonder: was the colour that the car was painted deliberately chosen to show up clearly on the photographs and monochrome film stock of the day?

It was also interesting to see the unique Triumph badge fixed to the front apron of the car

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

Editor



# TR ACTION

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

FROM PAGE 42





# THE FIRST TRIUMPH OF MANY

PAUL ANDERSON

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



The TR4A as it is now, restored and looking cool.

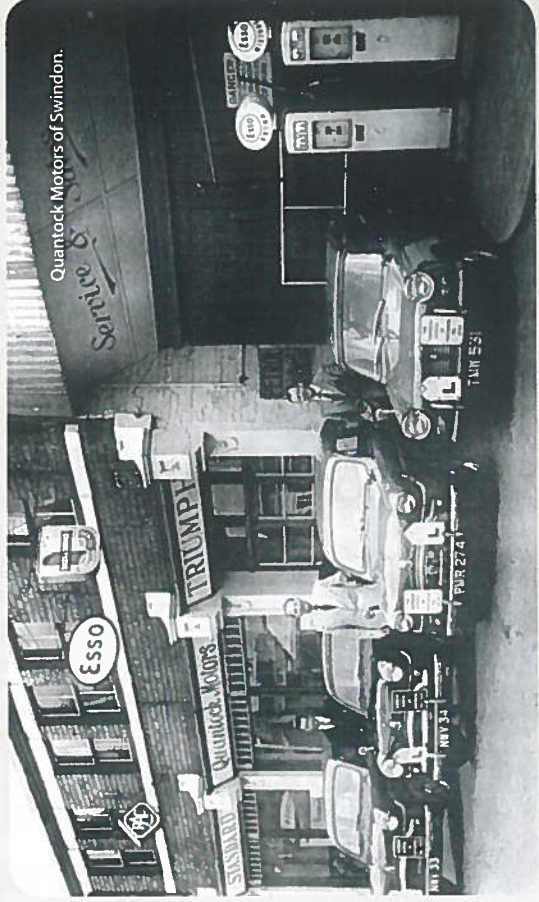


Harry and Liz today with DMW 903C.

**T**riumph TR4A IRS DMW 903C was bought new on the 24th August 1965 by Harry Liddell. Harry is 92 now and remembers the purchase and all of the issues he had with the TR4A very well. I was fortunate to spend a morning with Harry to reunite him with the car he owned for twelve years before selling it on in 1976.



Harry then and now.



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

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

Harry had amazingly kept the original 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

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

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

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



towards the TR4A. Harry said he was not seduced by the TR4A's good looks as it was what the car could do that was important to him although he did say he would "never buy anything that was pig-ugly". For Harry it was all about performance and the chance to own a car that was a bit different to everything else out on the road at the time.

Buying a new car in 1965 was through the Standard Triumph dealer network and the local dealer to Harry was Quantock Motors in Swindon. Harry turned up to the dealership and said he would like a TR4A. The dealers did not have a demonstrator for Harry to try, as they were thin on the ground so Harry bought the car on spec without test-driving one. He placed his order and chose the colour scheme of Triumph New White with a Matador Red interior.

The delivery of DMW 903C was delayed a week or two later than Harry had hoped as the car was delivered from the factory with several defects. Harry drove his TR3 to Quantocks as he was trading it in for the TR4A and driving the TR4A home he noticed some considerable performance differences between the two cars, mainly in the handling. Harry had modified his TR3 by fitting Koni shock absorbers which improved the ride quality no end but this was not an option for the TR4A. Harry smiled when he said "Anyone who knows anything about Triumphs knows that the TR4A shock absorbers were not their strongest point."

Here, in Harry's own words, are a list of the problems with the car:

"Under the skin all was not well and there were a number of minor problems during my first few years of ownership - considerably more than with the previous TR3, but fairly typical of the bad period our motor industry was going through at that time. Indeed, for starters the car left the factory with an inoperative overdrive that took the dealer a few days to fix while other problems are listed below in (more or less) chronological order:

## PROBLEMS 1965-76:

Oil leak and noise from final drive unit, which took several attempts to fix - eventually sorted.

One rear tyre found to be marginally smaller in cross section than the others, with a noticeable effect on handling. A letter to Sir Donald Stokes produced profuse apologies and of course a new tyre of the correct size, but one does wonder just how this sort of thing could happen? Anyway all the original Goodyear cross-plies were replaced by Michelin X ASAP, not difficult as they wore out extremely quickly.

Another wheel problem. Shortly after expiry of the warranty I noticed a peculiar softness in the left rear suspension but which in fact was down to all the spokes in that wheel being slightly loose, and a check on the other wheels showed they all had several