

# British Motoring

SPRING 2001  
Volume 20 Number 1

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Triumph in America  
Battle of Britain  
Detailing for Show



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Matthew Haug *Feature Editor*  
Lacey Henderson *Editorial Assistant*

Leigh DeFreese *Art Director*  
Nancy Wade *Graphic Designer*

Contributing Editors

Harry Newton  
Bill Piggott  
Paul Richardson  
Ken Smith  
John Sprinzel  
Steve Tom  
Geoff Wheatley

How to Contact British Motoring:

Moss Motors  
440 Rutherford Street  
Goleta, CA 93117  
805.681.3400

Editorial Queries, Comments and Photos:

British Motoring  
4700 Spring St. Ste. 304  
La Mesa, CA 91941  
619.483.5100

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On the Cover: Triumph's mark on American sports car history has been as interesting and diverse as the models they released. From the early TR2 and 3, to the stunning TR4, and popular TR6, the innovative TR8 and the ill-fated Slag, it has been a wild ride that continues to capture enthusiasts. On This Page: Mel Hildebrandt's superb TR6 is a remarkable example of Triumph's marquee two-seater. Photography by Alan Paradise





## Letter Box

I had just returned home from a two-week elk hunting trip, and was sorting through the pile of mail that awaited me, when imagine my surprise and excitement when I saw my car on the Winter 2000 Cover of *British Motoring*! Well, OK, it's not my car that's on the cover, but Dan Cook's 1973 MGB roadster in Black Tulip bears a striking resemblance to mine, I've included some photos of my car for comparison. Looks like the only difference between our cars is the interior color (his is ochre, mine is Autumn Leaf), the windscreen wiper arms (chrome vs. black), and his nice gold Rostyle wheels compared to my stock ones. I acquired my '73 "B" two years ago down in Arizona, and it has been a slow, on again-off again restoration project, this summer I finally got around to repainting, and installing



a new deluxe carpet kit. I recently located a new front grille (mine has a slight dent or two), and this winter will be getting it and the bumpers rechromed. Other than that and needing a new top sometime in the near future, she's done! Anyway, I thought you might like to see another 1973 Black Tulip "B" Roadster that was (mostly) completed this year. Keep up the good work. Couldn't have finished my car without you guys!

Brandon Fox  
Sherwood, OR

I was pleased to see the reproduction of the picture of the Austin Healeys as the two page spread in the Autumn *British Motoring*. The photo was taken in St. Charles County, Missouri on a joint drive sponsored

by The Austin Healey Club and the MG Club in St. Louis. This section of the road has since disappeared. The one lane bridge on Highway 94 south of Weldon Springs had been replaced and the road is now no different than any modern two-lane road. Truly, all of that still remains is vivid memory, and this image, but there is no way to go back. The photo was taken through the front window of a 1985 Toyota Corolla by my wife Sharon. No special camera, just a cheap 35mm captured the moment. If you check your copy of the original photo before it was tastefully cropped for publication, you can see part of the blue dash in the lower right hand corner of the photo. It was entered in a Moss Photo contest and won a gift certificate, awarded in my name, that was used to purchase chrome air cleaners for my MGA. The photo again appeared in Moss Motoring and once again a gift certificate was awarded. All of this greatly amused my wife who allowed me to use the gift certificates. When she read the letter from Karl Schmitt she did protest loudly. I promised to right what is a simple mistake. The original photo has remained on the wall of both high schools auto shop that I have taught in the Parkway School District. Hundreds of students have enjoyed this photo especially because the red Healey was owned by Jim and Libby Cravens. Libby was an art teacher at one of the elementary schools and many of the students had her as their teacher. There is the possibility that Keith Bester is in the silver blue Healey in front of the Cravens. I was glad to see this photo again reproduced. It was with sadness that one can realize that this image is one that can never be recreated in at the same spot. Fortunately many other adventures and beautiful moments await those who take the time to love and care for great cars and moments with friends. Just don't forget the camera. Bob Horzmann

*Bob, thanks for the details. I came across the photo while going through the archives at Moss. The photo has a moving quality...both figuratively and emotionally. B*

# Triumph in America

By Alan Paradise



Triumph...just saying the name denotes a regal and victorious image. A car line that gained prominence in America by delivering small, nimble, intimate sports cars. A brand that over the past 50 years has gone from popular, to abandoned, and most recently, is quickly being elevated to cult-car status.

When first thought of, the most endearing images of Triumph sports cars are usually either a TR3 or TR6. Both these cars occupy very romantic positions in the Triumph storybook. However, when looking at the entire span of the Triumph line, it is easy to understand the role this automaker has had in the development of the sports car.

Shortly after World War II, two British automakers (Rolls Royce and Triumph) quickly re-established themselves as balancing on the leading edge of automotive styling. In 1946, Triumph's Sir John Black was determined to become the leader in sports car performance and styling. Black rapidly moved ahead with the 1800 Roadster, a car far in

advance of anything from rivals MG and Jaguar. What Black and the rest of Triumph's team did not know was that in 1949 Jaguar would introduce the XK-120, making even the upgraded 2000 Roadster (also released in 1949) a distant second place sports car. Overpowering the Triumph 2000 by 100 horsepower, the Jaguar XK-120 set new levels of beauty and performance. Unable to run stride for stride with Jaguar, Triumph knew it could compete in price





with the more closely matched MG.

Throughout the 1950s Triumph would play a game of cat and mouse with MG. In 1953 the first TR series car was introduced. The TR2 was an instant success, especially in a growing American market. Sales of TR2 and TR3 models rolled along at a steady, although not blockbuster pace from 1953-57. No longer in the same sports car category as Jaguar, Triumph's primary competition remained MG. The styling and image of the TR2 was more glamorous and modern than that of the MG TF. However, when MG produced and imported the MGA, the game changed, and so did Triumph's fortunes. The



MGA took the flowing lines of the TR2 and TR3 a few steps further. Desire for the TRs dropped as sales of MGAs increased. This despite the overall performance advantage of the TR3 (100 horsepower versus the MGA's maximum of 93).

In 1958 Triumph performed a mild styling upgrade with the TR3A. The "wide mouth" grille, exterior door handles and more civilized seating were just part of the improvements. Handling was superior to the TR3, putting it on a par that of the MGA.

By 1960 the game with MG was becoming a war. This was a time when Porsche was making great strides with its 356 and American automakers were on a complete power trip. Giving up any marketshare for perky, intimate sports cars was something neither Triumph nor MG could afford.

In 1961 the TR4 was released. This was the first of the "new generation" English sports cars. The Italian designed body was secured to a TR3A chassis and running gear. Besides the sophisticated styling, the new TR4 continued to advance its

engineering by offering fully independent rear suspension in 1965. The TR4 raised the bar for affordable sports cars and quickly eclipsed the MGA as the sports car of choice within its class. Even with the introduction by MG of the MGB, the TR4 continued to clearly establish itself as a fine sportsman's roadster. From 1961 through 1968, the TR4 enjoyed minor upgrades. These included the TR250 model and the very scarce TR5 (never officially sold in the U.S.).

For the 1969 model year, the TR6 would come to America. This was Triumph's finest time. Over 94,000 TR6 models were produced from 1969 to 1976, a testimony to its popularity. The TR6 body was a stunning Karmann redesign of the TR4. This now was an English powered sports car with Italian lines refined by German hands. This was quite a combination. The TR6 was in a class by itself as the MGC was discontinued. The nearest competitor came in 1973 with the importation of the Jensen-Healey. The two cars had similar target markets but vastly different styling and specifications. The Jensen-Healey, like the TR6, disappeared from new car showrooms in early 1977.

As popular as the TR6 was, its sales paled to that of the MGB. Today the TR6 has become a desirable sports car. Enthusiasts are attracted to the reliability, torque and power of the inline six-cylinder engine. The handsome bodylines are as engaging today as they were in 1969.

The final chapter in the Triumph story was the "wedge" shaped TR7 and TR8 models. When the TR7 was brought to America it was "the shape of




things to come." As Triumph collapsed and folded, the TR8 was the shape of things that went. As unique and maligned as the TR7 and TR8 were, they too played a significant role in the evolution of personal sports cars. The wedge-shaped body became a much-copied design. In addition, the TR7 enjoyed a very successful life in SCCA racing, winning many class championships in the 1970s.

During the life and times of Triumph, there have been many significant mile markers. Along with MG, they virtually created the American personal sports car market. Because of this, the Triumph and MG names will forever be linked. The two companies waged a "friendly" battle from 1946 to the ultimate demise of each in the early 1980s. Over the years MG won the sales title but Triumph has carved its

own niche the hearts of enthusiasts.

In 2001, the entire Triumph line is experiencing a rebirth. Many automotive historians and enthusiasts are rediscovering the unique appeal of Triumph's form and function attitude to sports cars design. Much like these cars were when new, the TR2, 3, 4 and 6 are very affordable pieces of motoring history. The book is still out on the TR7, 8, Spitfire, GT6 and Stag. Chances are, with the special features and innovative ideas each offered, these too will achieve a niche following.

What will continue to keep the Triumph name and spirit alive is the outward timeless beauty and the inward engineering. With a loyal group of dedicated enthusiasts, and the continued availability of restoration parts and services, much of the Triumph sports car line will be with us for many decades to come. 

*Triumph shared a sibling rivalry with MG, competitively spurring British car enthusiasts.*

Year	Triumph	MG
1946	1800	TC
1950	2000	TD
1953	TR2	TF
1955	TR3	MGA
1962	TR4	MGB
1962	Spitfire	Midget
1966	GT6	MGB GT
1969	TR6	MGC





# Sweating Bullets

## The Basics of Show Readiness

By Geoff Wheatley



of day. The oil pan should be clean and so should the underside of the hood...sorry bonnet. If it has any sound proofing this should also be clean and free from grease or dirt, sad to say this is an area that often gets left off the pre-show list of important cleaning. Drive belts must be in good order and the radiator clean and free of stains including the honeycomb section that is often full of dead insects...or worse.

The interior is next; carpets should be clean and in good repair, slip mats are often used to hide worn sections, with most experienced judges that won't work. The seats should be free of stains, tears, and any other impediments. Don't put imitation sheep skin covers over the worn seats in the hope that the judges will be impressed...they won't. The dash should be in nice order free of cracks. Instruments correct, I have seen Asian dials on otherwise nice panels. One even had "Made in Japan," stamped on the front of the dial. Steering wheels can be a problem as they tend to breakup and/or disintegrate through ongoing



What do judges look for at Auto Shows? At almost every car show that I attend this is one of the most asked question by classic car owners. For some unknown reason, many show participants believe the answer or answers are as difficult to obtain as the keys to Fort Knox. Actually, the secrets to winning scores are quite simple.

Most judges look for the obvious and most owners don't realize this. Like your Grandmother said, "Cleanliness is next to Godliness," and I don't mean a shining paint job with sparkling chrome, although that does help. When I look at a car, I try to judge it in sections. My routine takes me first to the engine compartment. Is it clean and I mean clean. Is the firewall paint in nice condition and are the wires looped in the correct order. Even if a judge doesn't know the make of car, one can usually tell if the green and red bunch should go behind the exhaust pipe rather than over it. Carbs should be free of petrol stains and air intakes should be painted and/or polished displaying the correct instruction labels. Spark plugs and leads should be fresh and in excellent order. I have seen some leads that look like burnt pasta and plugs that for years have not seen the light

environmental exposure. I have no problem with a leather cover to hide the worn rim that's much better than painting the worn areas with a brush.

As you can purchase a reproduction wheel from Moss why waste time trying to hide the damage, remember the steering wheel and the dash are the first things that people notice on a car after the bright new paint job. Originality is often difficult to judge as most cars over 25 years of age are not original, replacement parts have been added and even if they are made to the same design they are not original. I'm not splitting hairs, just pointing out the stupidity of saying that show cars should be 100-percent original, they seldom are and we all know it. I don't own a car that is original, everyone has at least two or more replacement items

are we talking about, as there have been several since the first BRC sports car took the track at Brooklands many years ago?

All five tires should match. I headlights and all other chrome parts should shine and I mean shine. Doors should fit correctly and when opened should swing freely with a nice dull click when closed. Windshield free of scratches, both wipers should work in every sense of the word. The car should sit well and the front suspension should be as clean as a new pin. If you want to lose any chance of a prize just turn up with a polished gleaming car coupled with a grease and mud infested front suspension. Same for the rear end, keep it clean, grease free and correctly painted in common old black.



purchased from any number of suppliers so the best one can say is that the parts look correct and leave it at that.

Paint work is simple; it's either good, medium or fair. Correct color, who knows? There has been so much written about correct color chips that it's difficult to know what is what. With a car like the MGB or TR6 it's easier and more reliable. The MGA can be difficult especially when it comes to famous MGA red (whatever that may mean). I have even seen heated discussions on what shade of black should be used especially with the early 1945/46 TC. In those days black was black and that was the only choice you had.

Unless the car is a glaring example of the wrong color combination like a TF that I recently saw from California with a white top, whitewall tires and a white stripe down each side against a red background. This was certainly not original, but it looked attractive if you like that sort of thing. In short, try not to get your knickers in a twist over what is or is not the right color. A good example is the world famous British Racing Green. Question, which one

If you are asked to start the car and drive it a short distance don't be afraid of missing a few gears as you take off. Strange as it may seem, I have seen the most experienced drivers crash the first or second during such procedure. No big deal, you won't lose any brownie points providing you don't hit the Judge on the way back. Put the top up if required, that's becoming a major requirement at many shows in company with a visible fire extinguisher, something that we should all carry.

The top should be clean and have no visible tears or stains. The hood bow should be correctly painted. Yes, club badges can influence the judges providing they are not over done. I once judged a 1928 4.5

Bentley with no less than twenty-three badges on the front. It was a wonder the engine did not boil over due to airflow restriction. He did not win despite the Bunny Club Badge on the front row.

Remember it's nice to show your car even if you don't win, however, it's even better when you do! Have a great show season and get ready to put up that extra shelf for the trophies. ☺





# Triumphest 2000

By Matthew Haug  
Photography By Leigh DeFreece



The 15th annual Western Regional Triumphest got underway for members and enthusiasts alike on Thursday October 19, 2000. This year's event was presented by the Triumph Sports Car Club of San Diego. After two years of planning, this event couldn't have been any better. People traveled from the UK, British Columbia, Colorado, Arizona, Nevada, and even drove from as far away as Ohio.

The faithful who arrived on Thursday took advantage of a scenic tour of San Diego on a British double-decker bus. The tour took them to Evan's Garage, the private collection of Bill Evans that included automobiles, clothing and furniture, bringing back memories and scenes of the past. A midday stop was a must for lunch and what



better place to eat than Shakespeare's, a restaurant favored by Triumph Club members of San Diego. Back on the tour to see what sites must be seen while in San Diego. The tour included the beaches, the Embarcadero and the final destination before returning to the hotel, the famous Historic Gaslamp Quarter of downtown San Diego.

The first day of the event was over but the evening was just getting started. An evening harbor cruise was planned for that night. It was a great surprise when more than double the amount of people expected showed up, reaching over a hundred. There was a convoy of Triumphs spanning the distance between the hotel and the harbor cruise parking lot. The evening was cool with the wind blowing off the bay waters, but the lights of the city were too spectacular to even notice.

Friday morning the registration crew was back at work. Before the weekend was over a total of 177 cars were registered and over 250 people had attended. The first event of day two was a special guest speaker, Kas Kastner, commenting on his racing days in the TR2/3. He offered insight on the times, the cars and his role in Triumph's future development.

That evening was the big welcome party for all of the participants. The party was a success with

guests enjoying themselves, meeting new people and getting reacquainted with enthusiasts from past events. Outside, a traditional jazz ensemble Cool Blue provided the entertainment.

Saturday morning began very early with people wiping the dust and dew off their vehicles. The day started out hazy with overcast skies, but in San Diego the weather changes every time you blink. Sounds of racing were in the air because across the bay the Chrysler Festival of Speed was roaring away, which added another element of excitement to Triumphest's atmosphere.

At 11:00am the first car of the driving rally left the show area. Every other minute another car was released, totaling 34 entrants. The course took

about three and half-hours and covered 84 miles of San Diego's most scenic areas. The winner of this event was Jim Messineo and Paulette Caudill in a TR3A.

Just about every model of Triumph imported to North America between 1950 and 1981 was on

display at Triumphest 2000. A couple of Triumphs that deserve mentioning were the Swallow Dorretti owned by David Reed featured in Automobile Quarterly and the Standard Vanguard Sportsman owned by Robert M. "Bert" Bennett which has not been shown since the 1956 New York auto show.







raffle, the grand prize was a Triumph 2000 Sedan. The winner of the Sedan was Andy Roberts who was unable to attend the ceremony.

Triumphfest 2000 was over but the memories will last a long time, or at least until next year's event which will be held in Ventura October 18 - 21, 2001. It will be hard to follow Triumphfest 2000 with all of its great events and guests, but in 2001 anything can happen. ☺

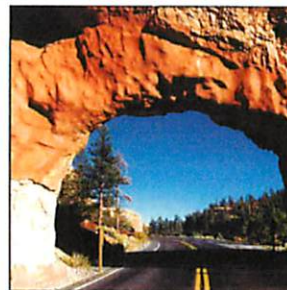
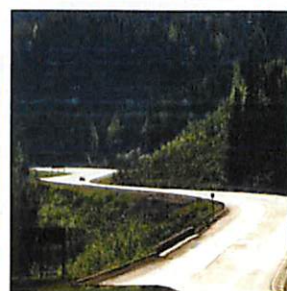
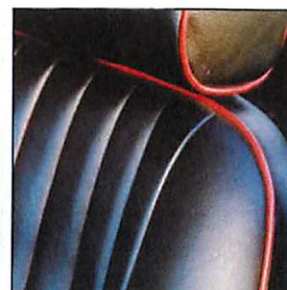


Later in the afternoon another speaker, Graham Robson, gave an insightful talk about the people associated with the Triumph motor cars. Kas Kastner joined in on the discussion. Back and forth the two men gave their views on what was happening on either side of the Atlantic. To add to the mix, the US Competitions Director, UK Competitions Secretary and the US Triumph importer were also present. It was the first time in forty years that this group of people were in the same room together.

To close the event an awards banquet was given with 240 Triumph enthusiasts. Dinner was short and sweet so as to get to the excitement of the awards presentation. After the awards was the big

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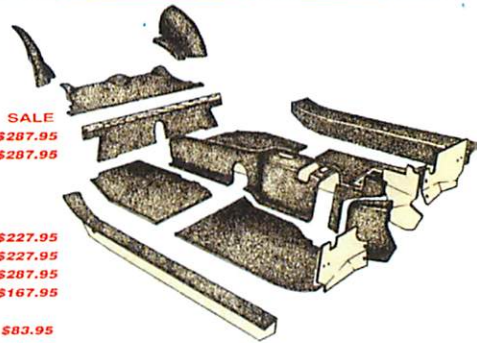
	Black	Red	Brown	Reg	SALE
'63-'67 Roadster/GT Carpet Set	244-300	244-310	NA	\$284.95	<b>\$227.95</b>
'68-'69 Roadster/GT Carpet Set	244-350	244-360*	244-370	\$284.95	<b>\$227.95</b>
'77-'80 Roadster/GT Carpet Set	244-320	244-330	244-340	\$339.95	<b>\$287.95</b>
GT Rear Carpet Set	242-750	242-760	244-390	\$109.95	<b>\$167.95</b>

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242-850	242-855	242-875	\$104.95	<b>\$83.95</b>
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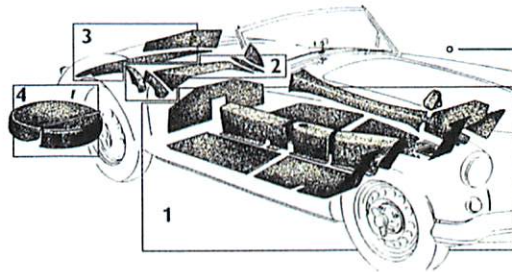
242-860	242-860*	NA	\$45.95	<b>\$36.75</b>
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244-315	244-375	\$154.95	<b>\$123.95</b>
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### MGA Roadster Upholstery Kits

Leather Seat Kit	246-000	246-020	246-040	246-010	246-050	246-060	246-085	246-065	\$499.95	<b>\$399.95</b>
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Deluxe Vinyl Panel Kit	246-330	246-320	246-340	246-310	246-350	246-360	246-385	246-355	\$269.95	<b>\$231.95</b>
Basic Vinyl Panel Kit	246-270	246-260	246-290	246-250	246-290	246-300	NA	NA	\$199.95	<b>\$159.95</b>

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Roadster	242-835	\$65.25	<b>\$52.25</b>
Coupe	242-975	\$79.95	<b>\$63.95</b>
<b>3. TRUNK CARPET KITS</b>			
Roadster & 1500 Coupes	242-815	\$89.95	<b>\$76.45</b>
<b>4. SPARE TIRE COVERS</b>			
All Roadster & 1500 Coupes	242-465	\$94.45	<b>\$80.25</b>
1600 & Mill Coupes	246-435	\$62.95	<b>\$53.55</b>

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TR4A	Black 639-445*	Red NA	Reg \$419.95	SALE \$335.95
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#### STANDARD Cut Pile

TR2-3A	Black 639-040	Red 639-050*	Reg \$309.95	SALE \$247.95
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TR3A from	Black 639-060	Red 639-070	Reg \$299.95	SALE \$239.95
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TS60001-3B	Black 639-005	Red 639-015	Reg \$309.95	SALE \$247.95
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TR4A	Black 639-085	Red NA	Reg \$224.95	SALE \$179.95
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#### Loop Curl Carpet

TR2-3A	Black 639-045	Red 639-200	Reg \$264.95	SALE \$211.95
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TR3A from	Black 639-055	Red 639-205	Reg \$264.95	SALE \$211.95
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TR4	Black 639-025	Red 639-210	Reg \$264.95	SALE \$211.95
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TR4A	Black 639-080	Red 639-215	Reg \$264.95	SALE \$211.95
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#### Standard Grade

Trunk Carpet Kits	Black TR2-3R 639-300	Red 639-310*	Reg \$94.50	SALE \$75.95
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TR4-4A	Black 639-470	Red 639-480	Reg \$71.50	SALE \$57.25
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### TR2-TR4A Leather Seat Kits - front

	Black with White Piping	Red with Red Piping	Red with White Piping	Tan with Tan Piping	Grey with Grey Piping	Reg	SALE
TR2 & TR3 <sup>1,2</sup>	642-155*	642-140*	642-145*	642-310*	642-305*	\$569.95	<b>\$455.95</b>
TR3A & TR4 <sup>3</sup>	642-115	NA	642-175	642-320	642-315*	\$499.95	<b>\$399.95</b>
TR4 <sup>4,5</sup>	642-455	NA	642-485	642-470	NA	\$499.95	<b>\$399.95</b>
TR4 <sup>6</sup>	642-185	NA	642-185*	642-330*	NA	\$499.95	<b>\$399.95</b>
TR4A	642-255	NA	642-265*	642-340	NA	\$529.95	<b>\$423.95</b>

### TR2-TR4 - rear

	Black 642-860	Red NA	Tan 642-960	Grey 642-965* <th>Reg</th> <th>SALE</th>	Reg	SALE
TR3 <sup>1,2</sup>	642-860	NA	642-960	642-965*	\$399.95	<b>\$319.95</b>
TR3A <sup>3</sup>	642-835	NA	642-840*	642-845	\$249.95	<b>\$199.95</b>
TR3A & TR3B <sup>4</sup>	642-215	NA	642-235	642-245	\$109.95	<b>\$167.95</b>
TR4	642-355	NA	642-365*	642-390	\$239.95	<b>\$191.95</b>

### TR2-TR4A Vinyl Seat Kits - front

	Black 642-025* <th>Red 642-030 <th>Tan 642-035* <th>Grey 642-210 <th>Reg</th> <th>SALE</th> </th></th></th>	Red 642-030 <th>Tan 642-035* <th>Grey 642-210 <th>Reg</th> <th>SALE</th> </th></th>	Tan 642-035* <th>Grey 642-210 <th>Reg</th> <th>SALE</th> </th>	Grey 642-210 <th>Reg</th> <th>SALE</th>	Reg	SALE
TR2 & TR3 <sup>1,2</sup>	642-025*	642-030	642-035*	642-210	\$299.95	<b>\$239.95</b>
TR3A & TR4 <sup>3,4,5</sup>	642-045	NA	642-055	642-220	\$309.95	<b>\$247.95</b>
TR4 <sup>6,7</sup>	642-655	NA	642-075*	642-730	\$299.95	<b>\$239.95</b>
TR4 <sup>8,9</sup>	642-425	NA	642-435*	642-440	\$299.95	<b>\$239.95</b>
TR4A	642-085	NA	642-095*	642-240	\$299.95	<b>\$239.95</b>

### TR2-TR4 - rear

	Black 642-925* <th>Red 645-985* <th>Tan 642-905* <th>Grey 642-940* <th>Reg</th> <th>SALE</th> </th></th></th>	Red 645-985* <th>Tan 642-905* <th>Grey 642-940* <th>Reg</th> <th>SALE</th> </th></th>	Tan 642-905* <th>Grey 642-940* <th>Reg</th> <th>SALE</th> </th>	Grey 642-940* <th>Reg</th> <th>SALE</th>	Reg	SALE
TR3 <sup>1,2</sup>	642-925*	645-985*	642-905*	642-940*	\$299.95	<b>\$239.95</b>
TR3A	642-505	NA	642-515*	642-520	\$179.95	<b>\$143.95</b>
TR3A & TR3B <sup>3,4</sup>	642-480	NA	642-490*	642-495	\$149.95	<b>\$119.95</b>
TR4	642-105	NA	642-115*	642-400	\$173.95	<b>\$139.95</b>

### TR2-TR4A Panel Kits

	Black 645-00010 <th>Red 645-010 <th>Tan NA <th>Grey 645-100 <th>Reg</th> <th>SALE</th> </th></th></th>	Red 645-010 <th>Tan NA <th>Grey 645-100 <th>Reg</th> <th>SALE</th> </th></th>	Tan NA <th>Grey 645-100 <th>Reg</th> <th>SALE</th> </th>	Grey 645-100 <th>Reg</th> <th>SALE</th>	Reg	SALE
TR2 & TR3 <sup>1</sup>	645-00010	645-010	NA	645-100	\$349.95	<b>\$279.95</b>
TR3A <sup>2</sup>	645-025	NA	645-035*	645-110	\$359.95	<b>\$287.95</b>
TR3A & TR3B <sup>3</sup>	645-045	NA	645-055	645-120	\$369.95	<b>\$295.95</b>
TR4 <sup>4</sup>	645-065	NA	645-075	645-130	\$399.95	<b>\$319.95</b>
TR4A	645-085	NA	645-095*	645-140	\$379.95	<b>\$303.95</b>

1 Fits thru IS22013 2 Fits TR3A TS22014 thru TR4 (6) IS273CT 3 Fits TS22014 thru 60000 4 Fits from TS60001 on  
5 Fits from (6) IS274CT to (6) 20876CT 6 Fits from (6) 2016 / CT on 7 Will also fit TR2 8 TR2 originally had some color piping.  
TR3 had contrasting piping except tan & grey. 9 TR4 with survey top uses TR4A panel kits  
10 TR4 change points given are for originally fitted black vinyl. Other colors and leather changed at numerous different numbers.

\* Kits denoted by an \* are made to order. Please allow six to ten weeks for delivery.

**800.667.7872**  
**FAX: 805.692.2525**  
**OVERSEAS: 805.681.3400**



PRICES VALID FROM 2/26/01 - 04/06/01

DIRECT ORDER HOTLINE OPEN 7 DAYS A WEEK

ORDER BY 3:00 P.M. WEEKDAYS YOUR LOCAL TIME AND WE WILL SHIP THE SAME DAY



## TRIUMPH TR250-6

Vinyl Seat Covers	Black	Shadow Blue	Light Tan	New Tan	Chestnut	Matador Red	Reg	SALE
TR250	642-560	642-555*	NA	NA	NA	642-750*	\$379.95	<b>\$303.95</b>
TR6 '69 <sup>1,2</sup>	642-570	NA	NA	NA	NA	NA	\$349.95	<b>\$297.45</b>
TR6 '70-'72 <sup>1,2</sup>	642-600	642-610	NA	642-620	NA	642-775	\$299.95	<b>\$239.95</b>
TR6 '73-'76 <sup>2</sup>	642-640	642-650	NA	642-660	642-670	NA	\$239.95	<b>\$254.95</b>

### Panel Kits

	Black 645-410	Shadow Blue 645-450* <th>Light Tan 645-460 <th>New Tan NA <th>Chestnut NA <th>Matador Red 645-415* <th>Reg</th> <th>SALE</th> </th></th></th></th>	Light Tan 645-460 <th>New Tan NA <th>Chestnut NA <th>Matador Red 645-415* <th>Reg</th> <th>SALE</th> </th></th></th>	New Tan NA <th>Chestnut NA <th>Matador Red 645-415* <th>Reg</th> <th>SALE</th> </th></th>	Chestnut NA <th>Matador Red 645-415* <th>Reg</th> <th>SALE</th> </th>	Matador Red 645-415* <th>Reg</th> <th>SALE</th>	Reg	SALE
TR250	645-410	645-450*	645-460	NA	NA	645-415*	\$299.95	<b>\$239.95</b>
TR6 '69 <sup>1,2</sup>	645-440	645-450*	645-460	NA	NA	NA	\$279.95	<b>\$223.95</b>
TR6 '70-'72 <sup>1,2</sup>	645-305	645-315	NA	645-325	NA	645-295	\$279.95	<b>\$237.95</b>
TR6 '73-'76	645-330	645-315	NA	645-350	645-360	645-295	\$279.95	<b>\$237.95</b>
TR6 '74-'76	645-370	645-380	NA	645-390	645-400	NA	\$279.95	<b>\$223.95</b>

10 Fits from CC25000 to CC27142

11 Fits from CC25000 to CC26737

12 Fits from CF 1 on

13 Fits CC25000 to CC25000

14 Fits CC25000 to CF1

15 Fits CF1 to CF12500

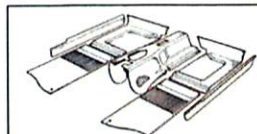
### Carpet Sets

#### OE SPEC MATERIAL Reg SALE

Black	639-350	\$349.95	<b>\$287.95</b>
Brown	639-375	\$359.95	<b>\$287.95</b>

#### Standard Grade Sets

Black	639-380	\$149.95	<b>\$127.45</b>
Brown	639-390	\$249.95	<b>\$212.45</b>



### TR7 CaRPET

TR7 Black Carpet Set 072-472

Reg	\$244.95	<b>SALE \$195.95</b>
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\* Kits denoted by an \* are made to order. Please allow six to ten weeks for delivery.



**800.642.8295**  
**FAX: 805.692.2525**  
**OVERSEAS: 805.681.3400**









### MGTC-TD-TF

Leather Seat Kits	Green	Black	Red	Black	Reg	SALE
TC 245-487	245,010	245,020	245,030	245,030	\$470.95	<b>\$383.95</b>
TD 245-483	245,020	245,030	245,040	245,040	\$719.95	<b>\$383.95</b>
TF 245-500	245,000	245,100	245,000	245,110	\$930.95	<b>\$479.95</b>
Vinyl Panel & Trim Kit						
IC 245-507	245,370	245,380	245,390	245,397	\$384.95	<b>\$307.95</b>
ID 245-500	245,410	245,420	245,430	245,430	\$364.95	<b>\$307.95</b>
IF 245-500	245,490	245,490	245,440	245,470	\$399.95	<b>\$311.95</b>
TC-TD-TF Carpets						
TC Carpet Set	434,448	Reg	\$714.95			<b>\$171.95</b>
TD Carpet Set	434,458		\$719.95			<b>\$223.95</b>
Fits 110 to 642236						
TD & TF Carpet Set	454,478		\$784.95			<b>\$227.95</b>
Fits 110 to 642237						
TD & TF Carpet Set	454,488		\$789.95			<b>\$231.95</b>
Fits 110 to 642238						

\* Kits denoted by an \* are made to order. Please allow six to ten weeks for delivery.

### SEAT FOAMS CUSHIONS, ETC.

SPRITE-MIDGET	Reg	SALE
50-702 Vinyl Seat Cushion	\$109.95	<b>\$87.95</b>
50-702 Seat Cushion Set (new seat)	\$61.95	<b>\$71.95</b>
640-483	\$61.95	<b>\$71.95</b>
72-78 Seat Cushion Set (new seat)	\$179.95	<b>\$103.95</b>
64-478	\$179.95	<b>\$103.95</b>
50-703 Seat Cushion	\$46.95	<b>\$37.95</b>
Rearm 640-533	\$12.95	<b>\$10.35</b>
50-703 Back Board	\$12.95	<b>\$10.35</b>
64-478	\$12.95	<b>\$10.35</b>
50-703 Seat Cushion	\$49.95	<b>\$39.95</b>
Rearm 640-540	\$49.95	<b>\$39.95</b>
Black 640-540	\$49.95	<b>\$39.95</b>
72-78 Vinyl Back Board	\$29.95	<b>\$23.15</b>
640-520	\$29.95	<b>\$23.15</b>

### SPECIAL NOTES ON ORDERING & THE FINE PRINT

Backorders: While we make every effort to ensure that the parts you order are in stock, from time to time we may temporarily exhaust our supply. You may specify backorder "yes" or "no" on your order. Backordered items will be shipped and invoiced when available. No COD backorders. Backorders are shipped free but (not just postponed by) to the customer. Backordered items may be cancelled at any time. Orders must be received in our Corona, California office by April 6th, 2001 (not just postponed by) to be eligible for the sale. All items listed in this sale section do not include shipping & handling charges or sales tax. (CA and NJ residents only). The discounted prices in this sale section may not be used in conjunction with any other store special promotion.



TC-TD-TF	Reg	SALE
TD Seat Back Cushion Assembly	\$59.95	<b>\$439.95</b>
TD Seat Back Cushion Assembly	\$59.95	<b>\$439.95</b>
TD Seat Back Cushion Assembly	\$59.95	<b>\$439.95</b>
TC TD Seat from Dashboard	\$54.95	<b>\$43.95</b>
640-542	\$54.95	<b>\$43.95</b>
TC TD Vinyl Top Seatback Pad	\$23.99	<b>\$18.95</b>
Fit From Back Spring Assembly	\$49.95	<b>\$39.95</b>
456-656	\$49.95	<b>\$39.95</b>
TF Head Back & Arm	\$104.95	<b>\$83.95</b>
1st 456-625	\$104.95	<b>\$83.95</b>
1st 456-615	\$104.95	<b>\$83.95</b>



### Spitfire MkIV & 1500 Upholstery

	Reg	SALE
Black Seat Cover Kit	644-530	<b>\$264.95</b>
71-72 Black Seat Cover Kit	644-520	<b>\$389.95</b>
71-70 Black Handcuff Seat Kit	644-550	<b>\$214.95</b>
71-80 Black Handcuff Cover	644-500	<b>\$29.95</b>
72-80 Seat Back Cushion	644-370	<b>\$43.95</b>
73-80 Left Seat Back Cushion	644-380	<b>\$43.95</b>
73-80 Right Seat Back Cushion	644-390	<b>\$43.95</b>
73-80 Inner Head Cover	644-400	<b>\$27.35</b>
Handcuff Back Cover Set	644-300	<b>\$287.95</b>
Leanny Back Cover Set	644-310	<b>\$149.95</b>
71-72 Black Door Panel Set (new)	644-400	<b>\$89.95</b>
72-80 Black Door Panel Set (new)	644-410	<b>\$89.95</b>
Door Head Rest Cover (left hand)	644-430	<b>\$21.95</b>
Door Head Rest Cover (right hand)	644-440	<b>\$21.95</b>
73-80 Rear Driver Seat Kit (new)	644-460	<b>\$79.95</b>
71-72 Head Cowl Board	644-470	<b>\$39.95</b>
73-80 new Cowl Board	644-480	<b>\$55.95</b>
75-80 Armrest	644-520	<b>\$87.95</b>
73-80 Armrest (Cover material only)	644-530	<b>\$39.95</b>
Left Hand Dashboard	644-540	<b>\$14.95</b>
Right Hand Dashboard	644-550	<b>\$14.95</b>

### Sprite / Midget Carpet Sets

	Reg	SALE
Fit to Match 94	242-550	<b>\$188.95</b>
Fit to Match 94 (on)	242-570	<b>\$203.95</b>
Black	242-540	<b>\$203.95</b>
Blue	242-560	<b>\$203.95</b>
Headrests		
70 thru 3/77 Carpet (partially w/fit)	649-130	<b>\$19.95</b>
Black	649-100	<b>\$39.95</b>
Autumn		<b>\$39.95</b>

\* Kits denoted by an \* are made to order. Please allow six to ten weeks for delivery.

### Sprite / Midget Vinyl Seat Kits

	Reg	SALE
Black with White Piping	640-770	<b>\$49.95</b>
Blue with White Piping	640-787	<b>\$49.95</b>
Red with White Piping	640-797	<b>\$49.95</b>
Blue with Blue Piping	640-817	<b>\$49.95</b>
Black with Red with White Piping	640-907	<b>\$49.95</b>
Black with Blue with White Piping	640-917	<b>\$49.95</b>
Black with Red with White Piping	640-927	<b>\$49.95</b>
Black with Blue with White Piping	640-937	<b>\$49.95</b>
Black with Red with White Piping	640-947	<b>\$49.95</b>
Black with Blue with White Piping	640-957	<b>\$49.95</b>
Black with Red with White Piping	640-967	<b>\$49.95</b>
Black with Blue with White Piping	640-977	<b>\$49.95</b>
Black with Red with White Piping	640-987	<b>\$49.95</b>
Black with Blue with White Piping	640-997	<b>\$49.95</b>
Black with Red with White Piping	640-1007	<b>\$49.95</b>
Black with Blue with White Piping	640-1017	<b>\$49.95</b>
Black with Red with White Piping	640-1027	<b>\$49.95</b>
Black with Blue with White Piping	640-1037	<b>\$49.95</b>
Black with Red with White Piping	640-1047	<b>\$49.95</b>
Black with Blue with White Piping	640-1057	<b>\$49.95</b>
Black with Red with White Piping	640-1067	<b>\$49.95</b>
Black with Blue with White Piping	640-1077	<b>\$49.95</b>
Black with Red with White Piping	640-1087	<b>\$49.95</b>
Black with Blue with White Piping	640-1097	<b>\$49.95</b>
Black with Red with White Piping	640-1107	<b>\$49.95</b>
Black with Blue with White Piping	640-1117	<b>\$49.95</b>
Black with Red with White Piping	640-1127	<b>\$49.95</b>
Black with Blue with White Piping	640-1137	<b>\$49.95</b>
Black with Red with White Piping	640-1147	<b>\$49.95</b>
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Black with Red with White Piping	640-1167	<b>\$49.95</b>
Black with Blue with White Piping	640-1177	<b>\$49.95</b>
Black with Red with White Piping	640-1187	<b>\$49.95</b>
Black with Blue with White Piping	640-1197	<b>\$49.95</b>
Black with Red with White Piping	640-1207	<b>\$49.95</b>
Black with Blue with White Piping	640-1217	<b>\$49.95</b>
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Black with Red with White Piping	640-1847	<b>\$49.95</b>
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Black with Red with White Piping	640-1867	<b>\$49.95</b>
Black with Blue with White Piping	640-1877	<b>\$49.95</b>
Black with Red with White Piping	640-1887	<b>\$49.95</b>
Black with Blue with White Piping	640-1897	<b>\$49.95</b>
Black with Red with White Piping	640-1907	<b>\$49.95</b>
Black with Blue with White Piping	640-1917	<b>\$49.95</b>
Black with Red with White Piping	640-1927	<b>\$49.95</b>
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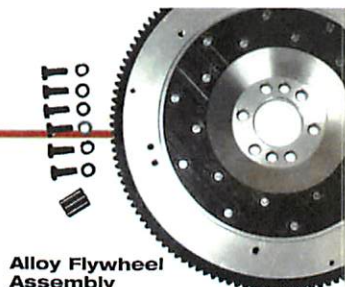


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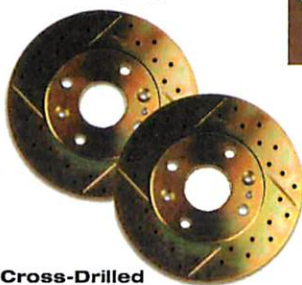
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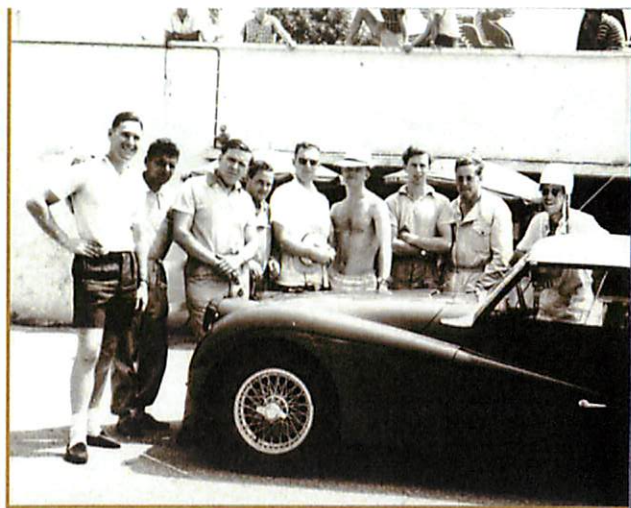
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Looking back to the times when I was in my early teens, I have some marvelous memories of special occasions with Triumphs. But, it was 1959 that was to prove a very special year...

# The MONZA Run

By Paul Richardson

My father, Ken Richardson, who was Competition Manager of Standard Triumph, had organized an attempt on World Endurance Records with a TR3 at the Monza circuit in Italy - and I was to witness it.

Ken decided to combine the record attempt with our family holiday on the Italian coast near Pisa. When the news was announced I remember my two younger brothers and I being totally elated

at the prospect of spending a week at a race circuit followed by a holiday, and my dear mother Maisie was also looking forward to it.

We arrived at the Monza circuit on a hot summer's day towards the last week of July 1959. After winding our way round the small service roads inside the circuit, the Richardson family took up residence in a spacious bungalow owned by the Shell petrol company, which was conveniently placed only a few hundred yards from the pit area. I remember my mother noticing a large fridge packed full of Coca Cola and there was some freshly delivered Italian ice cream on hand.

Ken devised the record attempt as a follow on from the 100-hour endurance type tests he was involved with on experimental aircraft engines throughout the second World War. He was



Above: The team of drivers - (left to right) Bill McCowen, "Andre" the course attendant, G. Denby, R. Jones, B. Whittaker, Gerry Boxall, J. Gerrard, J. Canning and G. Brookes. Left: The weather was quite hot during this week in Monza as evidenced by the shirtless Charles and Ian Richardson.



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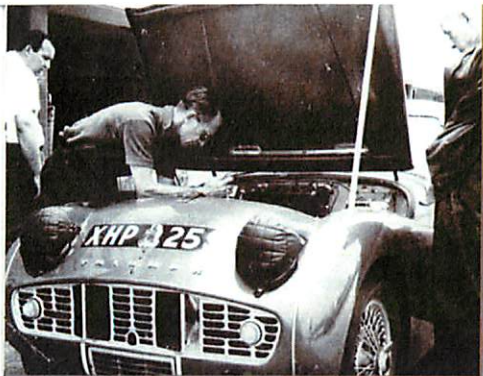
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Ken Richardson making final carb adjustment before the start of the record run. "Dunlop Mac" on right, Tom McCulloch on left.

convinced that a TR could take several world endurance records at over 100 mph (which was why he went ahead in the first place), but his real aim was to attempt 100 hours at over 100 mph. For further publicity, he decided to use amateur drivers to prove that the man in the street could take a world record in a TR. Thus, he recruited a team of eight undergraduates from Cambridge University who were also members of the University Motor Club.

Two days before the start of the record attempt everyone connected with it began to arrive at the circuit including the star of the show - a pristine TR3 finished in red with a white hard top. The car was unloaded off the transporter and the build up to the record attempt began. The three competition mechanics that prepared the car and pit crewed were Ben Warwick (competition department foreman), the late and very dear George Hylands, and Tom McCulloch. I'm delighted to report that I'm still in regular contact with Ben and Tom and often talk over old times with them. Another member of the team was David McDonald, ever known as "Dunlop Mac." Mac was a tire expert with Dunlop, who had been involved in world record attempts with the company, including land speed records, for some 40 years. He was a most wonderful guy and wrote a book of his life story called "Fifty Years with the Speed Kings," which included the Monza Run.

My father had hired the Monza circuit for a week, and I remember the management and officials at the circuit treated the Triumph team extremely well. It was not long after we'd settled in when Seppe Bacciagaluppi arrived to welcome us. He was in charge of the circuit and was a friend of Ken's (Ken spent a three month stint at the circuit testing

the V16 BRM grand prix car circa 1951).

Seppe and his wife made us most welcome. His house was inside the circuit and I remember he very kindly let us use his private swimming pool, which turned out to be a blessing for everyone as it was extremely hot at Monza that week.

It was the 25th of July when the record attempt began and nervous tension built as the car took up its position in the pit lane prior to the start of the run. The mechanics made last minute checks including a sound test on the two-way radio. Yes, the TR had a two way radio fitted for pit to car communication - was this another Triumph first I wonder? The installation was quite a cumbersome affair, as the large unit took up most of the space in the passenger footwell. A final check on the spares in the boot (trunk) and the lid was closed (for the record run all the spares that might be needed for any serviceable mechanical problems had to be carried in the car). The officials took up position in their timing box at the end of the pit area and as the TR3 accelerated away on its proposed journey of 10,000 miles at over 100 mph the tension lifted and the team began the business of record breaking.

The four days and nights that followed were an awe inspiring experience for me because my brothers Ian, Charles and I were allowed in the pits throughout the run, albeit under strict instructions from my father



Above: Pit to car radio communication. Below: Ken Richardson awaiting a pit stop.



to stay out of the way during pit stops. As a car mad young boy of only some 15 years of age, I naturally felt part of the team and wanted to do my part, so I made tea, wrung out and cleaned wash leathers for screen cleaning, kept the pit tidy, and generally tried to impress everyone in the team.

The TR ran like a clock, and after I remained in the pits for most of the night on the first day, with dad and the lads, I succumbed to the onslaught of lack of sleep. As dawn broke on another boiling hot day, my eyes began to close and my head nodded as I tried fight it off. Apparently, I fell asleep on a pile of tires clutching a wash leather. I awoke in our bungalow some nine hours later - somewhat indignant to find out that I'd been carried back asleep by Dunlop Mac and put to bed. The first world record for twenty-four hours at over 100 MPH had also been broken - and I'd missed it.

The TR3 motored on for lap after lap of the banked circuit with that reassuring exhaust note that typifies a side screen TR at full chat. Pit stops for fuel and driver changes were just routine and I suppose there must have been in the region of fifty such stops throughout the record run. My father, as was his way, was present at the vast majority of those pit stops and his capacity to work without sleep, whilst remaining fully alert, was a trait often talked about by his mechanics.

It was on the last day of the run in the 96th hour when disaster struck. As the TR approached the pits flat out on the main straight, the engine suddenly revved higher followed by a heart sinking "clunk." The engine had blown. Apparently, due to the onset of a bout of tiredness, the driver at the time momentarily lost concentration and mistakenly down-changed from overdrive top when the car was at full speed. After travelling for 96 hours at full chat, this proved enough to blow the TR engine and the record run was over - only four hours away from the final goal of 100 hours.

The driver, bitterly disappointed, immediately admitted his lapse of concentration to my father. Ken, who admired honesty in such circumstances, took his personal disappointment well, and if I remember correctly, the driver became a member of Ken's timing crew with the Le Mans "Twin cams."


To miss the 100-hour final goal was heartbreaking for the whole team, but this was motor sport and there were no recriminations as the efforts of everyone involved were amply rewarded.



A night pit stop. Ken Richardson, at right, performing a routine inspection.

Eventually, smiles broke out when it was confirmed by the officials that the TR3 had already broken 8 Class E world endurance records at over 100 MPH.

I was to meet one of the drivers on that record attempt some 30 years later in the most bizarre of circumstances. Circa 1989, I had organized a high level corporate event for a major engine manufacturer in the UK at the Henley Rowing Regatta. There were about 60 heads of companies present as guests, and the Directors of the host company made it plain to me that nothing must go wrong. They were especially concerned that their main guest, a gentleman called Mr. "C. Boxall," who was the Chief Executive of the huge Vickers Engineering company (this company made tanks among other armaments), should receive ten star treatment. The name "Boxall" rang a loud bell with me and eventually the penny dropped. Could "Mr. Boxall" be the same "Gerry" Boxall who was one of the TR drivers at Monza over a quarter of a century ago? When Gerry arrived I immediately recognized him, and after introducing myself I said, "I think we've aged a bit since the Triumph Monza run in 1959 Gerry." He looked at me totally amazed, and after my explanation of my presence at Monza as a fifteen year old boy, he burst into laughter and said, "My dear boy - let's go and have a pint."

We had several pints and a most delightful reunion. The Sales Director of the host company, who was suitably impressed with my "first name" relationship with his top guest, increased the volume of my working contract thereafter. It's not always what you know is it? 



# Abingdon in the 1930s—Part III

By Marcham Rhoades

*In which Sam Bennett continues to describe life and times at the MG Factory in the early days.*

Pressed Steel used to make the chassis for the MGs and the bodies came from Carbodies of Coventry. As everyone knows, nothing was ever made at Abingdon—it was an assembly plant, pure and simple. However, from time to time, we did have to improvise or design bits and pieces to make them fit, and there were some very skillful people employed at the M.G. Car Company.

For example, there was a small paint shop separated by a partition from where the sheet metal workers were based, and the last job these chaps had to do when a car came off the line was to trim the bonnet (hood). From the bulkhead to the radiator, the bonnets were always oversize, so when the sheet metal workers got them they had to be tailored to individual cars, mainly because they couldn't guarantee the parallel lines of the body being accurate. They would trim them with tin snips and files, to suit each individual car as it came off the line.

At the bottom of the ramp was the "tyre" man, a chap by the name of Willis. He was only a little fellow and he used to put the tires on the wheels. He was always surrounded by inflated inner tubes, seeing whether they lost any pressure, and he would also respoke any wheels that needed attention from the service department. Willis had none of the modern tire litters' equipment with which we are so familiar today; just a set of tire levers polished like silver due to constant use. He had a board about three feet square with a dummy hub on it, and he'd get a tire and a tube and in a couple of minutes it was on the wheel. At this time the assembly line at Abingdon was a brick effort about 10" high, with a guide channel for the offside wheel. The workers pushed the cars along by hand, right up to the end of MG production in 1980. A shortage of

wheels in my day was remedied by having "dummy" wheels made of wood, which could be fitted so that production was not halted.

After a while I was put to work in the "units", the racing engine shop where I came in contact with Reg (Jacko) Jackson, Syd Enever, Billy Newnes and a chap called Carter who had the dirtiest job of all, grinding out the cylinder heads until they shone like silver. I must have done a fairly good job here for I was then sent on to the "balcony" to work on racing car assembly. This area was approached by a ramp leading up from the main floor of the shop. We worked in a place called the "cage" because it was surrounded by chain link fencing to keep out unauthorized visitors.

As I have mentioned before there were no such things as pits to get beneath the cars. We used to jack up the rear wheels and put them on wooden "shoes" and then we would lift up the front with block and chains. The "shoes" ensured that the tail pipes etc. didn't catch the floor. For driving the base



The styling influence of the MG sports car continued to be evident well into post-war production.

chassis around the works each man had his own personal wooden seat which he would then clip on to the chassis. These seats had no backrest, so one couldn't use the footbrake and so we always used the handbrake which was compensated with the footbrake. In addition, you had your own two gallon petrol tank with flexible pipe, to provide fuel, and your own oil catching pan. This was to drain the oil which in those days seemed to be very often.

Around the fence of the cage in the gallery, were affixed all the garlands, numbers and laurel leaves which had been won by the competition MGs prepared in the racing bay. They came from many exotic places, including Montlebery, Monte Carlo, the Mille Miglia and many others and provided a splendid display for distinguished visitors admitted to the racing shop. At this time I was working in the MG "Q" type of which only eight were made. They had dual petrol pumps and I was asked to put the petrol lines in, but I was instructed that on no account was I to drill the body of the car to fix them. At first I thought about fixing the lines to the floorboards, but eventually I designed and made some brackets which allowed me to lead the two pipes

and he had a kind word for everyone he came in contact with. All the competition drivers who came to Abingdon were real gentlemen, and they frequently visited the works to collect their new MG car or to try their various seating positions. I recall E.R. Hall who was famous for his deeds at the Shelsey Walsh hill climb. A balding kind of man who came in one day and asked if we could fit twin wheels onto the rear axle of his MG specifically for his climbing events, and of course we did! Another time we fitted a device rather like a sun blind on the front of his radiator for quicker warm-up of the engine. This was operated by a wire



leading into the cockpit. Hall eventually accumulated so much equipment for his cars in one corner of the factory that he was sent a strong letter asking him to remove it, or it would be dumped.

Nuvolari Well, what can one say about him? I once asked Alec Hounslow what it was like to drive with Nuvolari and he replied, "It is unbelievable. He is so very quick and a master at the art of cornering. In fact, if you put a matchbox on the racing line of a corner he would hit it every time he took the corner." Hamilton, who came second to Nuvolari in the Ulster T.T. was another man who

*We got to know all the racing drivers of the time, through working on their cars, and they used to spend many long hours with us in the workshops.*

around on the inside of the body without drilling.

Speaking of the "Q" Type, I recall that one day a racing driver came along to collect his new "Q" and he brought along with him his riding mechanic. This particular driver was very disabled due to a race accident and he could not get into the car without a great deal of difficulty. We talked the situation over and without further ado he cut part of the body away leaving a big hole on the driver's side. We then fixed him up with a broad leather strap, some 9" wide, to keep him from falling out of his seat when cornering—you might say this became one of the first ever safety belts. If I remember correctly his name was Urquhines.

We got to know all the racing drivers of the time, through working on their cars, and they used to spend many long hours with us in the workshops. George Fyston was, of course, a regular, very, very reserved

always took time out to talk to you, however, he was unfortunately killed in the Swiss Grand Prix of 1934. So, at one time or another, nearly every famous driver of the era came into the works, and it was my privilege to meet them all.

I remember preparing a J-Type which either Hamilton or Black was to drive at the Ards Circuit in 1934. I was told by the foreman that I couldn't go on holiday until the car was finished. I telephoned my girlfriend and told her that when I came up to Lancashire we would go to Ireland for our holidays. Little did she know that we would finish up sitting at Quarry Corner on the circuit to watch the race! You see, MGs get in your blood and even on holiday you couldn't leave them alone.

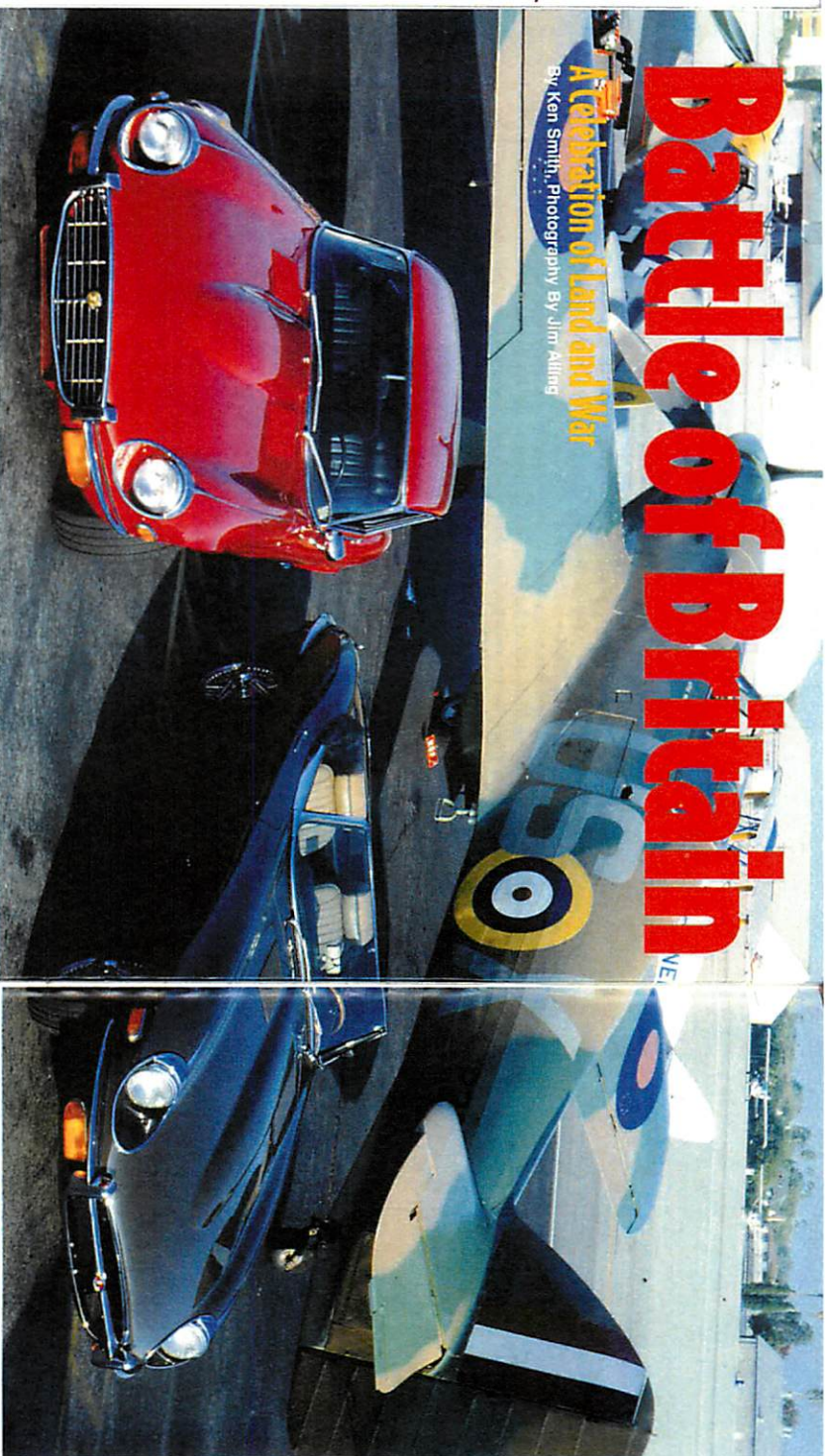
However, it was not all successes. There was one sad occasion when one of our mechanics was killed. We

continued on page 22



# Battle of Britain

A Celebration of Land and War  
By Ken Smith, Photography By Jim Alling

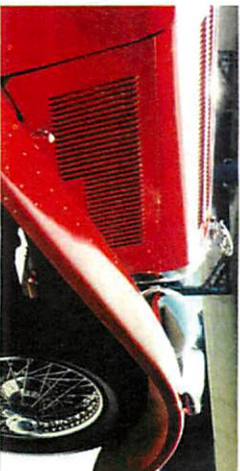


It hardly seems possible that it was over sixty years ago when the Royal Air Force took on the might of the German Luftwaffe in an air war that forever changed the course of human history. But it was, and on the 60th Anniversary of the battle of Britain, Moss Motors, in association with Hornburg Jaguar and the Museum of Flying in Santa Monica, were proud to stage a celebration in remembrance of that long ago conflict.

Invites were extended to, and accepted by, several of the veteran pilots of the battle, both British and German, Polish and Hungarian, in addition to members of the American Eagle squadron. They gathered together, many of them now octogenarians, to talk over old times and sign immemorable autographs and posters, following a symposium

detailing the events of that 1940 autumn.

A Saturday evening banquet held in the huge hangar at Santa Monica airport saw over 700 guests, including current and former veterans, many in period dress, enjoy a repast of roast beef before dancing to the big band sounds of Glenn Miller and Benny Goodman. One of the highlights of the evening was the famous Winston Churchill speech, "Never in the field of human conflict" rendered in those unmistakable



stenorator tones by Redmond O'Colomies who also acted as town crier and M.C. Another outstanding moment, during the dinner, was when the hangar doors slowly opened to the roar of aircraft engines, and three outside on the tarmac was a Hawker Hurricane and an ME 109 taxiing up to the assembled diners.

Sunday saw over 250 British cars gather outside the museum. These cars flanked a superb array of vintage aircraft gathered for the anniversary celebrations. Pride of place went to the Supermarine Spitfires and the Hawker Hurricane, plus the Messerschmitt 109, the only one flying in the world today. However, attracting almost equal attention was the display of vintage military and civil airplanes, including no less than five Tiger Moths and a rare Bucker Jungmann.

Throughout the day attendees were able to take flights in the Tiger Moths, and a vintage Stearman biplane, although many said they wished they could have taken off in the rare two-seater Spitfire flown in from Colorado especially for the event. All the valuable sponsors who were connected with the 60th Anniversary celebrations played their part by choosing their favorite British car for which special trophies were awarded. The crowd went wild when the warbirds displayed their flying grace in a low-level pass over the airfield. The sight of the Spitfire and Hurricanes and the sound of Rolls Royce Merlin engines will live with all whom were there for a long time to come.

All in all, a unique, and unrepeatable event, with well over three thousand people attending over the two days and our thanks go out to all who participated in helping to raise a considerable sum for the various charities including the RAF Benevolent Association. We will never again see the like of those heroes who attended from around the world, and they richly deserved their few days in the California sun. ☺



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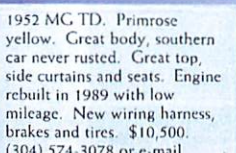
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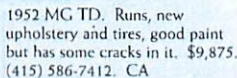
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1958 MGA, 43K original miles, over \$24K in restoration, never in rain, consistent show winner, burgundy, tan leather, all receipts. Immaculate car inside & out. \$20,000 (Cincinnati). (859) 647-9047. KY

1963 MG Midget Mk I, 1098cc. Red with black interior. Wire wheels. Excellent condition, 58,000 miles. Asking \$7,900. Bud Merrhew. (412) 264-8969 or e-mail budneth@stargate.net. PA



1965 MGB. Total body restoration, new paint. Runs great. New carpet, upholstery. Extras: roll bar, hard & convertible top. No rust. Rebuilt engine and tranny. \$12,500. (w/\$1K sound system \$13,000). (530) 544-3401. CA



1977 MGB. 3 month old professional restoration, custom wood and naughahyde interior, wood steering wheel, Kenwood roll bar, luggage rack, everything new. Show quality. \$10,500. (516) 887-1153. NY

1978 MGB. Inca yellow excellent body and interior. 30K orig. miles. Conv. Also hard top and new carpeting. No rust. Great condition. Asking \$7,900. (716) 366-1317 or e-mail bilcor@netsyn.net. NY



1979 MGB. Black w/ black interior. Rebuilt engine, new paint, CD player, and more. Fully restored. California car. \$5,900. OBO (714) 827-8913. CA

1980 MGB Limited Edition. Black with silver side stripes, alloy wheels. Excellent condition in and out. 82,000 original miles. \$6,995. Park City, UT. (435) 647-0813 or e-mail pjalston@compuserve.com. UT



# CAR MART

## TRIUMPH

1960 Triumph TR3A. Red w/black interior. Fully restored body. Dual Webers. Many new parts. Rear brakes & suspension, Smiths minor gauges. Runs great, garaged w/cover. \$15,700. (732) 651-2096 or e-mail jboric@rcn.com. NJ


## OTHER

1958 Morris Minor Convertible. Apart but solid, very viable project. Texas car. Minor rust has been repaired. New tires, title. \$1,800. Consider trade for nice, running, driving Tudor. Call for details. (701) 235-7748. ND



1965 Griffith Series 200. 289cc. HiPo. 4 Speed top loader. 72 spoke K/O wires, Red Line tires, Koni's, aluminum radiator, new starter and battery. Driven daily. Ex Rick Titus car. \$18,800. Offers and/or partial trades. (831) 659-2728. CA



Vintage Formula Ford British Royale Model RP16 Monoposto approved for vintage racing. Car prepared by Pabst Racing of Wisconsin, engine by Steve Knapps Elite Engines, 6 reg Welch Header. Includes extras, trailer. \$17,750. (913) 551-6204. KS. 

## Abingdon in the 1930s


Part III

continued from page 17

had three cars which went over to the Isle of Man for the "Mannin Beg" event. Held on public roads this race drew thousands of spectators from the mainland. The roads were closed for the race and also for testing at the completion of which the cars came back to the pits for any rectification needed, ready to go out the following morning for retest. The chief mechanic was informed the car was ready and they started to prepare it around lunchtime. The driver was informed that he could retest the car the following morning but he said "We'll test it right now". They went out onto the open roads and unfortunately hit a taxi, the wheels of which were taken clean off. The MG overturned in a nearby field and the mechanic was fatally injured. It was a very sad moment for me to attend his funeral in Oxford.

Where was Cecil Kimber in all this I hear you say? Well, we didn't get to speak to him very much but he was a real gentleman. He always wore a dark suit and a trilby hat, walking with the aid of a stick due to his disability. I can still recall the way he used to walk into the shop-even then he was Mr. MG. It was a great pity that he lost his life in the train crash as he did. I think he would have gone on to even greater things. You know, in many ways Frank Williams, (of Formula One fame) reminds me a lot of Cecil Kimber.

There were only two men detailed for tuning the race cars, and there was no sophisticated equipment... not even a stethoscope! Tuning was carried out using a long screwdriver, which you placed on the engine with the wooden handle against your ear. All the cars were hand tuned from years of experience and tuning was a real art. The only problems we encountered were with cars that went abroad, where, the tuning set-up at Abingdon was knocked out by different temperatures, altitudes, etc. and sometimes cars had to come back to the factory for rectification.

We didn't have great deal to do with the Wilson Preselector gearboxes, the experts from Wilsons being more adept at this. Any faults with the Wilsons which we did find, such as metal fatigue or cracks were identified with a red label and returned to the factory for rectification. I recall, on one occasion a K3 coming in, on which the preselector had accidentally been passed through into reverse, and the clutch then let in! It twisted the propshaft just like a woodscrew, pulled the rear axle, snapped the spring link and damaged the driver's legs. This will give you an idea of the enormous power the K3 possessed! Following this unfortunate mishap, a means of "checking" was devised so there was no fear of another driver accidentally engaging reverse in the future. 

# BRITISH MOTORING EVENTS CALENDAR

## MARCH

- 11 **The British Motor Enthusiast / Wheels of Britain 2001**  
Phoenix, AZ: Marie Thompson 602-971-7807 sirbranston@earthlink.net
- 23 **British Motoring Club New Orleans / 11th Annual New Orleans British Car Day**  
New Orleans, LA: Harold O'Reilly haroldor@bellsouth.net
- 24 **MG Car Club of St. Louis / 8th Annual Missouri Endurance Rally**  
St. Louis, MO: Robert Cushing 314-995-8664 slime@stlnet.com
- 30-1 **Southern California MG Club / 2001 A River Run**  
Lake Havasu, AZ: Gina Gribble 626-335-9406 DACbert@aol.com
- APRIL
- 20-22 **GoF South Mk 35**  
St. Augustine, FL: Chris Wage 904-273-9493
- 20-21 **2001 A Healey Odyssey**  
San Marcos, TX: DJ Stamp 512-288-5121
- 21 **Panhandle British Car Association / Pensacola Beach Bash and British Car Show**  
Pensacola Beach, FL: Tom Schmitz 334-961-7171 tschmitz@ametro.net www.geocities.com/pbcal
- 27-29 **British Motorcar Club of Southern New Mexico / 10th Annual British Car Days**  
Old Mesilla, NM: Joe Machado Jr. machado338@cs.com
- 29 **Club T-MG / All British Auto Jumble 2001**  
Portland, OR: Tim Foren 503-287-2024 SlatsRie@aol.com

## MAY

- 4-6 **Texas Triumph Register / VTR South Central Region 2001**  
College Station, TX: Tom Marsh 713-776-2856 tom@kingswayrc.com
- 5-6 **Moss Motors, VARA / Moss Motors Buttonwillow British Extravaganza**  
Buttonwillow, CA: Kelvin Dodd 800-235-6954 doddk@mossmotors.com
- 5 **MG Car Club - Central Jersey Centre / Britfest**  
Succassunna, NJ: Charles Tregido 201-796-8648 ctregidgo@att.net
- 6 **First Annual Concours Europa**  
Los Angeles, CA: Rick Feibusch rfeibusch@loop.com
- 6 **Richmond Triumph Register / 9th Annual British Classic Car Meet**  
Richmond, VA: Ken Nachmen 804-527-1515 kmntr6@aol.com
- 12 **British Motorcar Club, Inc. / 18th Annual British Motorcar Day**  
Braselton, GA: Ken Yokelson 770-804-9380 ksyokelson@mindspring.com
- 19-20 **Mid Missouri British Sports Car Club / All British Car & Cycle Show**  
Fulton, MO: Greg Jones 573-635-9323 bones@midamerica.net
- 26 **Delaware Valley Triumphs, Ltd. / Hope Lodge Car Show**  
Fort Washington, PA: Steve Klein 610-825-2617 Klassiccar@aol.com www.Delvaltrs.org

## JUNE

- 2 **Louisville British Sports Car Club / 17th Annual "Marques on the Green"**  
Louisville, KY: Donald Minnich 812-923-7349 Dons59TR3A@aol.com
- 3 **MG Drivers Club of North America / Sixth Red Mill British Car Day**  
Clinton, NJ: Richard Miller 908-713-6251
- 3 **Lake Erie British Car Club / 3rd Annual British Car Show**  
Holland, OH: Ed McCarroll 419-865-9790 Lakeeriebritish@netscape.net
- 8-10 **The MG Car Club Rocky Mountain Center / 49th Annual Rallye Glenwood Springs**  
Denver, CO
- 9-10 **MG Car Club Long Island Center / 8th Annual The British Are Coming**  
Long Island, NY
- 10 **British Car Club of Western New York / Euro Car Day VIII**  
Williamsville, NY: Richard Mandziak 716-662-1696
- 16-17 **Michiana Brits British Car Club / 15th Annual Regional British Car Extravaganza**  
South Bend, IN: Ted Sult 219-288-4006
- 18-21 **GoF West**  
Napa, CA: Bill Tantau 707-963-2313 bill707@aol.com www.gofwest2001.org
- 20-24 **The New England MG "T" Register / GoF Mk 71**  
Reading, PA: Tony Thomas 919-851-3030 athomas990@aol.com
- 24 **13th Annual All British Car Meet**  
Chico, CA: Tony Rodrigues 530-342-1821 etype@c-zone.net www.chicobritish.com
- 24 **Milwaukee & Greatlakes MG Motorcar Group / 20th Annual British Car Field Day**  
Sussex, WI: Dan Donahue 414-321-5466

FUTURE EVENT HIGHLIGHTS



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L	013-226	XXL	013-228	\$24.95

**Austin-Healey Logo**

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L	013-231	XXL	013-233	\$24.95

**Jaguar Logo Golf**

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L	013-206	XXL	013-208	\$54.95

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L	013-211	XXL	013-213	\$54.95

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L	013-216	XXL	013-218	\$54.95



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