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38th ALL BRITISH DAY

Sunday 13th February 2022

ORDER OF EVENTS

8.00am - 10.00am	ALL BRITISH DAY BREAKFAST at MYLOR
9.00am - 10.30am	Arrival and Assembly of Vehicles & Displays
10.30am	Welcome to ABD 2022 and meet our Patron - Jeremy Beaulieu OAM Opening of the day by the Mayor of the District Council of Mt Barker Ann Ferguson OAM
10.30am	Children's Petting Zoo Opens
11.45am	Punch & Judy shows
12.00pm	Working wheels - Fine turn
1.15pm	Bike Engine Run
1.30pm	Awards & Presentations Shannons - Best Vehicle Shannons - Best Motorcycle Club Display Stirling Jewellers Award Zagame Vehicle of Choice All British Day Patron's Award CFS Cheque Presentation
2.15pm	Punch & Judy Last Show
2.30-3.00pm	Last Chance to Collect Memorabilia
3.00pm	Event Closes

ABD WANTS

These positions need to be filled!

- Finance / Data Coordinator
- Publications Coordinator
- Sponsor and Trader Coordinator
- Feature Club Coordinator



For further information, please contact:

Jamie Sandford-Morgan [**info@allbritishday.com**](mailto:info@allbritishday.com)

Celebrating the 38th All British Day

Dear Reader,

Welcome to the 2022 electronic ABD program.

By now you would be aware that, regrettably, we have had to cancel All British Day for the second year in a row. We are very disappointed that this was necessary given the amount of work that had been done in planning and preparing for ABD 2022; however, the health and safety for all organisers and participants should never be compromised, and cancellation was sadly the only option.



We must move forward, and we are looking forward to hosting All British Day 2023. For next year's event, we will be rolling over your ABD 2022 registration and if applicable any prepaid breakfasts. For paid-up ABD 2022 entrants when you re-register for ABD 2023 in September you will not be charged for your entry nor for any breakfasts that you had originally booked and paid for. We will of course be welcoming new registrations for ABD 2023 from those club members that did not register for 2022.

You may have noticed a change in the program composition as we have departed from the usual format of listing participating clubs and members attending. Instead, we have elected to replace these pages with articles about British vehicles that would have attended on the day, maybe you prefer this change, maybe not?

All British Day will be supporting our chosen charity for 2022/2023, the local CFS Brigade. Once again, I am very thankful to the dedicated members of the ABD committee who have worked hard the last two years without the reward of being able to host an event. Without the valued input of volunteers ABD would not be possible. If you would like to join the committee, could I please draw your attention to our advertisement? For 2023 event we will have some vacancies that need to be filled to continue to keep this event running. Whether you are the owner of a British Car or not, or just an enthusiast for the event, all are welcome to join our diverse committee. We are a fun bunch, and age or gender need not deter people with skills they feel appropriate to the varied roles we have. Please consider joining our group and sharing your valuable skills with us. Everyone is welcome!

Jamie Sandford-Morgan,
PRESIDENT, All British Day Committee.



WHAT IS THE ALL BRITISH DAY?

All-BRITISH DAY (ABD) is a joint effort between registered Car and Motorbike Clubs in South Australia, to bring together and display vehicles that are of predominantly British Design or manufacture in a picnic day atmosphere. It is located at Echunga in the Adelaide Hills on two Ovals. Each year, a vehicle theme(s) is featured to highlight different aspects of British vehicles. Local sporting clubs and other groups operate a variety of food drink stalls to provide a fundraising opportunity for the local area, and a range of entertainment is included in the ticket price for both the young, and the young at heart.

When is ABD, and who can enter?

It is held every year, on the second Sunday in February, and commences with the optional pre-booked breakfast held at Mylor Oval conveniently located near Echunga. The All-British Day organising committee is formed by members of local clubs. Entry To ABD is open to members of registered clubs and all vehicles displayed must be of predominantly British design and/or manufacture. All British Day is aimed at acknowledging British engineering, design and manufacture, and displaying British marques to the public.

How can a person enter their British Vehicle?

We open our website www.allbritishday.com for eligible British vehicles during late September and closing in early November. The terms and conditions of entry can be seen on our website. Entrants can register their vehicle, order memorabilia and even book breakfast via our online system! Once finalised you can, pay for your purchases with your credit card via Pay Pal. If you prefer you still can download a manual entry form and post it to us with your cheque. Acceptance of all entries is at the absolute discretion of the organizing committee. We will still post out manual entry forms to those entrants that have indicated this to us. Please note late entries will not be accepted after the closing date.

Gate passes are posted out during January. This will permit entry to the grounds for your vehicle, the driver /rider and your passengers.

2021/2022 ABD COMMITTEE AND THEIR ASSOCIATED CLUBS

Executive Committee

Jamie Sandford Morgan - President: Rover Car Club of SA
Mike Beresford - Vice President: MG Car Club of SA
Lachlan Kinnear - Secretary: MG Car Club of SA
David Sandford Morgan - Treasurer/Data Manager

General Committee

Darryl Grey - Marshall Coordinator: Sporting Car Club of SA
Geoff Ellis - Assistant Marshall Coordinator: Sports Owners Association SA
Peter Mensforth - Oval Manager: MG Car Club of SA
Steve Freeman - Grounds Logistics: Hillman Car Club
Fred Butcher - Grounds Logistics: Jaguar Drivers Club.
Rick Hoffman /Jamie Sandford-Morgan - Sponsors and Traders Coordinator: Austin 7 Club SA /Rover Car Club of SA
Kevin Berry - Entertainment: Humber Car Club of SA
Rob Martin - Club Shop Memorabilia: Rover Car Club of SA
Alistair Ferguson – Webmaster: Rover Car Club of SA
Paul Venables - Motorbike Club Coordinator: Veteran & Vintage Motorcycle Club of SA
Mike Beresford – Graphic Design / Programme Editor: MG Car Club of SA
Alistair Ferguson /Fred Butcher /Paul Venables – Feature Club Coordinators: Rover Car Club of SA/ Morris Register of SA
Marcus LaVincence A.M – Publicity and Promotion: Morgan Owners Club of Australia

My sincere thanks to the committee for their work towards ABD 2022.

Happy and Safe Motoring and Riding!

Jamie Sandford-Morgan
PRESIDENT ABD 2022

COVID 19



All British Day wants to play its part in minimising the spread of Covid 19

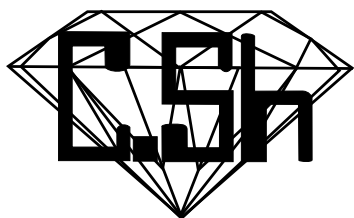
Please enjoy yourself when you are out and about in your British Vehicle but remember to:

- Please stay home if you feel unwell
- Use the My gov QR scan or complete manual tracing information form
- Please remember Social Distancing 1.5 M
- Covid Marshals at events are on duty for everyone's safety and wellbeing



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British Working Wheels



1964 Bedford TJ Series Prison Van Fleet 64 S.A. 156-364

This vehicle was purchased from Freeman Motors of Adelaide in 1964. The J3 Model three ton dual wheel 215 cubic inch six cylinder prison van had a larger carrying capacity than the J2 Model purchased in 1963. It saw extensive service as a prison van, riot truck and general conveyance vehicle. The van was able to carry up to 12 prisoners and had a partition between the rear door and prisoner compartment to enable the carrying of two escorting police officers. During the 1960's police cadets undertook their practical truck driving in the Bedford van. Whilst initially painted grey the vehicle was repainted white in the 1970's. Additional vehicles were needed due to unrest in the 1970's as a result of the Vietnam moratoriums etc. The Prison's Department rendered Fleet 64 surplus to prisoner Transport operations by purchasing vans of their own for inmate transport. The Bedford continued in service with the driver-training unit prior to retirement from operational use in the late 1980's when it was transferred to the South Australian Police Historical Society for preservation. After that although under the control of the SAPHS, the fleet was kept as an emergency fleet should the need arise for an extra riot/prison van, as we at that time had the lead up to the flood of boat people and the Baxter Detention Centre etc riots.

Ron Monk SA Police Historical Society



Celebrating 60 Years of the E-Type Jaguar



The Jaguar E-Type was manufactured by Jaguar Cars Ltd between 1961 and 1975. Its combination of beauty, high performance, and competitive pricing established the model as an icon of the motoring world.

The E-type Jaguar featured monocoque construction, in which the body, its floor pan and chassis formed a single light and rigid structure. This combined with 4-wheel disc brakes, rack-and-pinion steering and independent front and rear suspension, distinguished the car and created industry wide changes.

Engine

The E-type was initially powered by a 3.8-litre six-cylinder engine sourced from the XK150S. Fed by triple SU carburettors, the in-line unit survived a three-year stint under that long bonnet before being replaced by the larger 4.2-litre version in October 1964.

That engine powered the E-type until a 5.3-litre twelve-cylinder was squeezed between the rails in 1971.

Launch

With a claimed top speed of 150mph, the Series 1 was introduced, initially for export only, in March 1961. At its launch at the Geneva Auto Salon, the E-type not only stole the show but every headline. It was assumed that there would only be 400 E-types made and therefore the moulds for the presses were made of timber and plaster. At the launch William Lyons had 2,000 orders, most from the USA.

Series 1 (1961-1968)



The E Type was first designed as a Roadster. Sir William did not encourage or want a Coupe until he saw it. The Coupe required a complete redesign of the rear of the car. Because of this, the under-panel rear areas of the Coupe and the Roadster are very different.

Earlier built cars utilised external bonnet latches and had a flat floor design. After that, the floors were dished to provide more leg room, and the twin bonnet latches moved to inside the car.

3.8-litre cars have leather-upholstered bucket seats, an aluminium-trimmed centre instrument panel and console (changed to vinyl and leather in 1963), and a Moss four-speed gearbox that lacks synchromesh on first gear ("Moss box").

4.2-litre cars had more comfortable seats, improved brakes and electrical systems and an all-synchromesh four-speed gearbox. Optional extras included chrome wire wheels and a detachable hard top for the Roadster. A 2+2 version was added in 1966, with the option of automatic transmission. The body was 9 inches (229 mm) longer and the roof angles were different.

Series 1 ½ (1967-1968)

In 1967, Jaguar launched an updated model which came to be known as the Series 1 ½. This model was only in production for a single year. It brought the new unfaired headlight design that subsequently featured on the S2. Improved brakes were also among the updates.

Series 2 (1968-1971)



The Series 2 introduced a number of design changes, largely due to U.S. Safety mandates. These cars have a wrap-around rear bumper, larger front indicators and tail lights re-positioned below the bumpers, and an enlarged grille and twin electric fans to aid cooling. Additional changes included a steering lock which moved the ignition switch to the steering column, replacing the dashboard mounted ignition and push button starter, the symmetrical array of metal toggle switches replaced with plastic rockers, and a collapsible steering column to absorb impact in the event of an accident.

New seats allowed the fitment of head restraints, as required by U.S. law beginning in 1969. The engine is easily identified visually by the "ribbed" cam covers. Air conditioning and power steering were available as factory options.

Series 3 (1971-1974)

The Series 3 was introduced in 1971, with the new 5.3 litre Jaguar V12 engine, up-rated brakes, and power steering.

The short wheelbase FHC body style was discontinued, with the Series 3 available only as a convertible and 2+2 coupé. Options available included automatic transmission, wire wheels and air conditioning.

The newly used longer wheelbase now offered significantly more room in all directions. The Series 3 is easily identifiable by the large cross-slatted front grille,

flared wheel arches, wider tyres, four exhaust tips and a badge on the rear that proclaims it to be a V12.

Cars for the US market were fitted with large projecting rubber bumper over-riders. In 1973 these were on the front and in 1974 they were fitted to both the front and rear to meet local 5 mph (8 km/h) impact regulations. Those fitted on Australian models were smaller.



Reviews

The first examples were not ideal in respect to seating comfort. Heel and toe operation of the brake and accelerator was difficult if not impossible.

However, almost any minor criticisms of creature comforts were completely overwhelmed by the car's handling and performance.

Production

72,507 cars were produced between 1961 and 1975.

Series 1 - 38,412

Series 2 - 18,808

Series 3 - 15,287

Out of the total number of E-type's built, only 4,750 or 6% were RHD roadsters.

Collectability

Of the 70,000+ cars built between 1961 and 1974, it is estimated that around 50,000 are still on the roads (or in collections). As the cost to restore an E-type continues to rise, so does the sale price of the restored vehicle. This in turn continues to push up the value of all E-type models. The early 'flat-floor' RHD cars are rare and considered more valuable.

New York Museum of Modern Art (M.O.M.A) - was one of the first cultural institutions to recognise the E-type's wider importance, MOMA acquired a 1963 roadster in 1996. At the time, it was only the third car to make it into the hallowed halls.

End of the Line

The last special edition, black Jaguar E-type, went down the assembly line in September 1974.

Ironically, the actual press announcement of the demise of the E-type didn't come until February 1975. This was apparently in order to help dealers sell existing stocks together with the fact that it's replacement (XJ-S) was still not ready for launch. It was best to keep the E-type 'alive' for as long as possible.

Graham Franklin J.D.C.S.A



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Or by contacting the secretary on
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Austin 7 100 years on, Alive and Well!!



The Austin 7 was first released in October 1922, and initially people thought it to be a bit of a joke. For some years previously, a number of attempts had been made to produce and market a small car suitable for the working masses, but they had all been spindly underpowered vehicles which failed to catch on.



Herbert Austin however, envisaged an affordable small car, well designed and having most of the features of larger cars, which would place motoring within the reach of many workers who hitherto had been forced to rely on the motorcycle and sidecar combination for their everyday transport, and the Austin 7 was his answer.

The new arrival quickly gained in popularity and people found that the 7 could go anywhere that many larger cars could and in some cases outperformed them, at a fraction of the cost.

The basic design using an A frame chassis and a four cylinder side-valve 750cc engine remained unchanged right through to the end of production in 1939, by which time over 290,000 had been produced. Over the years many improvements were introduced including a modernised body-style with the Ruby, four speed gearboxes, three bearing motors, and improved brakes. However there remained a vast interchangeability of parts, so much so that the car has often been described as the world's greatest Meccano set.

Of the 290,000 plus produced, many have survived, mainly due to the simple and sturdy engineering design, and there is now a worldwide net of car clubs and parts support firms catering for the enthusiast. There are clubs in each of the Eastern States, WA and South Australia each promoting the interest, restoration and use of these wonderful little cars, and thousands of owners are still able to enjoy the experience of vintage motoring. Our South Australian club has over one hundred 7s on its register; a testimonial to the durability of these wonderful little motor cars.

Truly as it became known "The Motor For The Millions"



David Searles

Editor: Austin 7 Journals - Austin 7 Club of SA Inc



ALL BRITISH DAY ANNUAL GENERAL MEETING

Tuesday 10th May 2022 at 7.00pm

to be held at:

The Sporting Car Club, 51 King William Road, Unley.

**ALL CLUBS ARE INVITED TO PROVIDE A REPRESENTATIVE TO
REPRESENT THEM ON THE COMMITTEE**

**We also have four Committee positions that need to be filled,
see our advertisement on Page 1.**

**ALL Committee members, including Club Reps, can vote in the
election for the 2022/2023 organising committee**

Please feel free to contact us for details: Jamie Sandford-Morgan

Phone: 0418 843 959 or Email: info@allbritishday.com



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GATE 3

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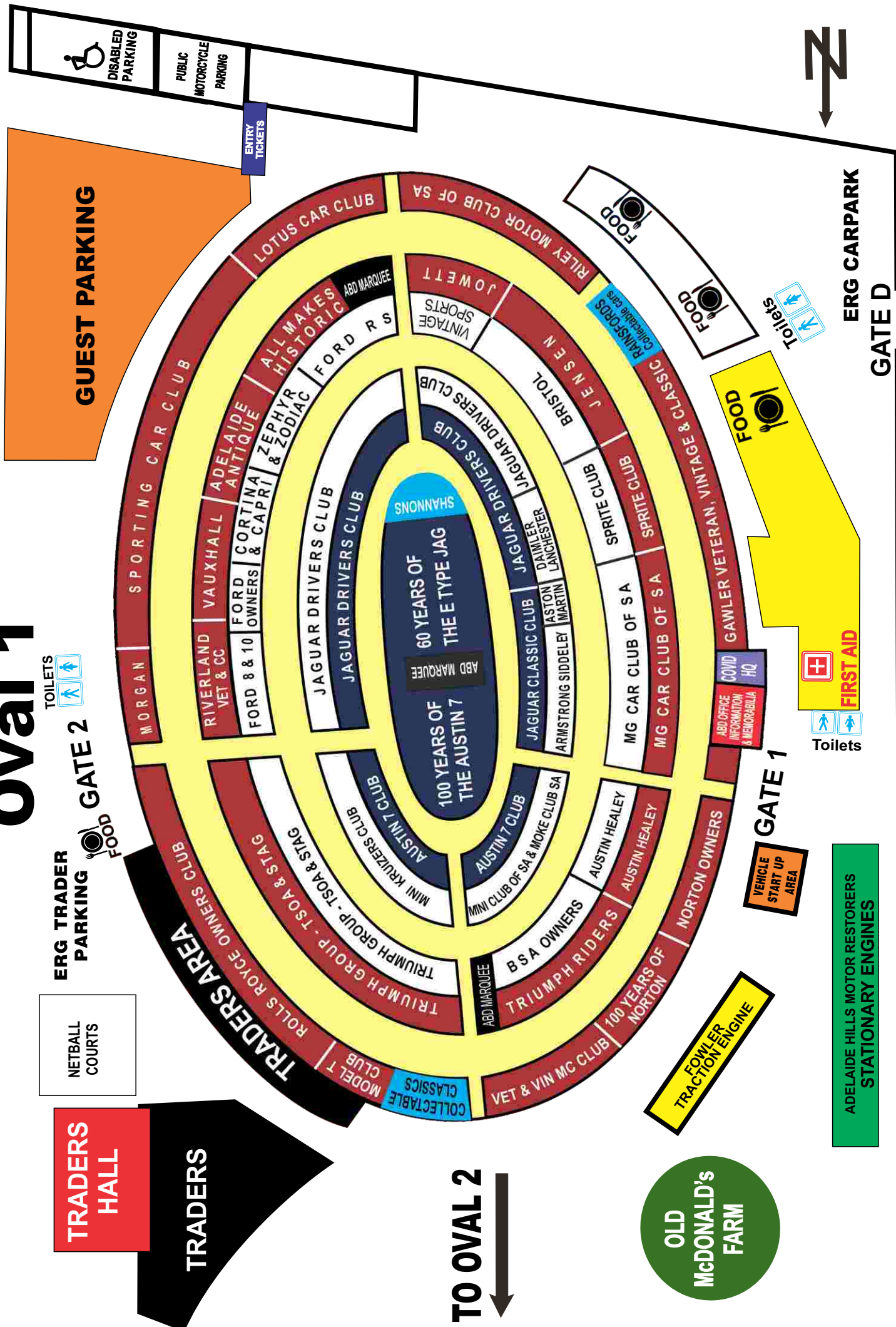
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120 Year Anniversary of Norton Motorcycles



Norton Motorcycle Club of South Australia Inc.

James Lansdowne Norton, or "Pa" as he was affectionately known, founded Norton in 1898 as a manufacturer of fittings and parts for the two-wheel trade.

Over the next 124 years, Norton Motorcycles has experienced a series of highs and lows that has led the Norton name to its unique place in motorcycle history, as well as thousands of hearts around the world.

It wasn't until 1902 that the very first Norton Motorcycle was produced; known as the Energette and powered by a 143cc, single-cylinder Clement engine. Just a few years later in 1907 Norton's enviable racing tradition began. Rem Fowler (see picture) cemented his position as one of the country's most notable motorcycle racers of the era by riding a 5hp Peugeot-engine Norton to victory at the inaugural Isle of Man TT.

1908 saw the first Norton powered by a single cylinder side-valve unit (the now legendary big 4), and by the following year you could walk into Harrods and buy a brand-new Norton. From inception to high street in little under 10 years, the nation's love for Norton Motorcycles was growing strong. The big 4 remained in production until 1954 and several thousand were delivered for military use in WWII.

By 1913, amid pre-war financial uncertainty, Norton brought in Bob Shelley and his brother-in-law Dan O'Donovan to help stabilise the business. The latter of whom developed Norton's very first production racer, the BS (Brookland's Special) 490 which was produced between 1914 and 1922.

Then came the famous Norton logo, designed by Pa and his daughter Ethel, that appeared on the front of the 1914 catalogue and on every Norton tank from 1916 onwards. In 1925 as the business was gathering momentum Pa Norton passed away at just 56 years old but not before he set his dreams well and truly in motion with a brand that would live long into the 20th century and beyond.

Photo to the right is Ralph Cawthorne who competed in the 1922 and 1923 senior TT on his Norton.

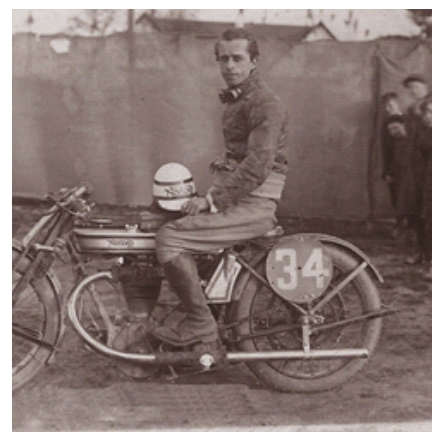
Next up in 1927 came the Norton CS1 (Cammy Norton) which was originally designed as a TT racer but also later sold as a replica road bike. Alex Bennett rode the CS1 in its first ever TT race in 1927 and won. It used a newly developed OHC designed by Arthur Carroll in 1930 and was very successful in Motorsport right through the thirties until WWII got in the way. It was from early thirties onwards that Norton really developed its name and established its place and Motorsport credentials by winning 78 out of 92 Grand Prix races between 1930 and 1937. This included seven of the nine Isle of Man TTs between 1931 and 1939 and these successes helped spark the brand's popularity.

With the advent of WWII Norton withdrew from racing and turned its attention to the war effort by manufacturing almost 100,00 motorcycles to support Allied troops between 1937 and 1945. When the war



ended, Norton was able to finish what it started by completing production of the first Manx Norton in 1946, followed by the Dominator in 1949.

Introduction of the featherbed frame in 1950 to replace the garden gate used in early Manx production gave the Manx a whole new lease of life starting with a double hat-trick at the Isle of Man TT courtesy of John Surtees and Geoff Duke (shown in picture to right). Just two years later at the end of the 1952 season, Geoff Duke became world champion in both the 350cc and 500cc classes and was awarded the OBE.



Norton went on to launch the 250cc Norton Jubilee in 1958 as a bike for learners featuring the smallest Norton engine ever made. This created an entirely new market with the engine capacity subsequently increased to 350cc giving birth to the Norton 350 Navigator in 1960.

Norton produced its first 650 twin in 1960 and named it the Manxman. They were exported largely to the US but also went to Australia, Sweden and even one going to the Falklands. The Atlas 750 then started production in 1962 and initially was an export model for the US market. An increase in rpm immediately led to vibratory problems. However, further refinement led to the introduction of 'isolastic suspension' and insulation of the engine unit from the frame for a smoother, vibration-free ride.

It wasn't until 1967 at the Earls Court Motor Show that the public had its first glimpse of the world's first production superbike, The Norton Commando. Perhaps the most famous bike to bear the Norton name alongside Manx. In the next decade over 55,000 were sold, with Commando named Motor Cycle News' Machine of the Year for five successive years, with the last Commando produced in 1977. By then Japanese bikes had become increasingly popular and many great British marques were driven to the brink of extinction, with Norton being no exception.

Picture shown is a 1974 Norton Mk 2A Commando Interstate and is identical to the one on the front cover which is locally owned by Gerry Rowley.



The next notable event in Norton guru history was when Brian Crighton built the first Norton rotary race bike in 1987. Although he worked at Norton, he built the RCW588 race bike without factory support, basing it on the Norton 588cc Interpol model used by UK police forces. When it took third place in its club race debut at Darley Moor, the factory knew Crighton had built something special.

In 1988 the rotary engine bike started winning national races with Steve Spray at the helm. JPS became the title sponsor for the 1989 season and that year Steve Spray won the British Formula One Championship and became the 750cc Supercup Champion on the JPS-sponsored RCW588. Success continued into the early nineties when Steve Hislop went above and beyond on his Abus Norton to defeat Carl Fogarty on his Yamaha and win the 1992 Isle of Man Senior TT, achieving the first victory for a British bike in almost 30 years. It's still regarded as one of the greatest ever senior races to this day, and not long after in 1994 Ian Simpson matched Steve Spray's British Superbike triumph on the Duckham's-sponsored Norton.



Norton went through several bankruptcies and one of several changes of ownership up to 2008 when it was acquired by Stuart Garner who gave a degree of stability for a while. It returned to Motorsport in 2012 and raced year-on-year through to 2019, capitalising on each of the previous years' efforts. The years of development paid off for Norton in 2018 as Josh Brookes took the title of the fastest British bike on the SG7 at the Isle of Man TT (see picture).

By 2020 Norton was once again in serious financial difficulty, eventually being rescued when acquired by TVS Motor Company. A new Norton era has started with 2021 marking the beginning of a Norton renaissance at new state-of-the-art facilities in Solihull on the outskirts of Birmingham. Triumph, also celebrating its 120 year anniversary in 2022, has successfully re-invented itself and the plan is for Norton to emulate this success and once again emerge as an iconic and influential motorcycle brand.

120 Year Anniversary of Triumph Motorcycles

The Company that we know today as Triumph Motorcycles was originally founded in 1884 by Siegfried Bettmann, a German who had emigrated to England. Bettmann originally sold bicycles under his own name, before rebadging his company as 'Triumph Cycle Company Ltd' and his bicycles as 'Triumph' in 1887 (some sources differ on the date).

In the early years of 20th Century, most bicycle makers were moving into motorcycle manufacture and Triumph followed suit, starting development in 1898, with the first production motorcycle eventually offered in 1902, hence the 120 years anniversary. However, the very first motorcycle to wear a Triumph badge had been built a year earlier – the recently found and restored '1901 Prototype' shown in this picture.

Reportedly, the promotion and advertising of the 1901 Prototype generated enough interest to convince Triumph Cycle Company to go ahead with production. By 1903, more than 500 singles had been built and Triumph was off and running. The first in-house engine followed in 1905 and various displacements were available by 1907, when Triumph entered the very first Isle of Man TT. By 1909, the company's annual production volume was into thousands and it was on its way to becoming one of the most successful marques of British built Motorcycles. A position it still holds today in spite of being re-incarnated several times.



By the mid-1920s Triumph had become one of Britain's main motorcycle and car makers, with a 500,000 square feet (46,000 m²) plant capable of producing as many as 30,000 motorcycles and cars each year. Triumph also found its bicycles in demand overseas, and export sales became a primary source of the company's revenues, although for the United States Triumph models were manufactured under license. The company's first automotive success was the Super Seven model, which debuted in 1928. Soon after, the Super Eight model was developed. In 1936, the company's two components became separate companies. Triumph had always struggled to make a profit from cars, and after becoming bankrupt in 1939 the car business was acquired by the Standard Motor Company.

Motorcycle operations were a different story, having been acquired in 1936 by Jack Sangster, who also owned the rival Ariel motorcycle company. That same year, the company began its first exports to the United States, which quickly grew into the company's single most important market. Sangster formed the Triumph Engineering Co Ltd. largely directed by ex-Ariel employees, including Edward Turner who designed the 500cc 5T which was released in September 1937, and became the basis for all Triumph twins until the 1980s.

Contrary to popular belief, the 5T Speed Twin was not Triumph's first parallel twin. It was preceded by the Val Page designed model 6/1, introduced in 1933 and performed well as a racer but was ultimately unpopular with the public so did not sell well.



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After Turner arrived the 6/1 ended, later to be replaced with Turner's design. The 6/1 engine was however later modified and reused in the BSA A10. In 1939, the 500 cc Tiger T100, capable of 100 miles per hour (160 km/h), was released, and then the war began.

In the early post WWII years Turner built a 650 cc version of the Speed Twin and named it the Thunderbird. It was built to satisfy the American demand for motorcycles suited to long distance riding. Only one year after the Thunderbird was introduced, a motorcyclist in Southern California mated the 650 Thunderbird with a twin carb head intended originally for GP racing and named the new creation the Wonderbird. That 650 cc motor, designed in 1939, had the world's absolute speed record for motorcycles from 1955 until 1970. The Triumph Motorcycle concern was sold to their rivals BSA by Sangster in 1951. This sale included Sangster becoming a member of the BSA board. Sangster was to become Chairman of the BAS Group in 1956. Initially the production 650 cc Thunderbird (6T) was a low-compression tourer, and the 500 cc Tiger 100 was the performance motorcycle. That changed in 1954, with the change to swing arm frames, and the release of the aluminium alloy head 650 cc Tiger 110 taking over from the 500 cc Tiger 100 as the performance model. In 1959, the T120, a tuned twin carburettor version of the Triumph Tiger T110, came to be known as the Bonneville.

In motorcycling, as in life, not all ideas are good ones and the partially enclosed Triumph T100 shown in the picture and on the front cover of the ABD program is an example. This particular bike is locally owned by Paul Venables.

The parallel-twin 500cc engine was Triumph's first unit-construction design, a very good idea that would soon be adopted across the range. Not so fine was the bike's encapsulating rear bodywork meant to shield the rider from road grime on England's constantly damp roads. In America, Triumph's biggest export market, the sheet-metal structure that enclosed oil tank, battery tray, tool-box and rear guard was seen as somewhat less than manly. It was derisively referred to as a "bathtub" for its likeness to an upside-down water closet fixture and often removed from the bike. The



Tiger 100 bathtub model was short lived and only in production for about 15 months. Ironically the short production run and tendency to remove the bathtub means an original bike is now rare and very collectible.

In 1962, the last year of the "pre-unit" models, Triumph used a frame with twin front down-tubes but returned to a traditional Triumph single front downtube for the unit construction models that ensued. The twin down tube, or duplex frame, was introduced for the 650 twins, as a result of frame fractures on the Bonneville. Introduced in 1959, for the 1960 model year, it soon needed strengthening, and was ended in 1962 with the advent of the unit engines for the 650 range. The 3TA (21) was the first unit construction twin, soon followed by the short-stroke, 490 cc "500" range. From 1963 onwards all Triumph engines were of unit construction.

In 1969 Malcolm Uphill, riding a Bonneville, won the Isle of Man Production TT race with a race average of 99.99 miles per hour (160.92 km/h) per lap, and recorded the first ever more than 100 miles per hour (161 km/h) lap by a production motorcycle at 100.37 miles per hour (161.53 km/h). For many Triumph fans, the 1969 Bonneville was the best Triumph model ever. Over subsequent years Triumph continued to develop motorcycles in conjunction with BSA and in 1968 introduced the Trident, a (now very collectible) high-performance three-cylinder motorcycle. Triumph Engineering continued to manufacture and sell the Trident until 1975..

Triumph motorcycles were produced at Coventry until the Second World War. The city of Coventry was virtually destroyed in the Coventry Blitz (7 September 1940 to May 1941). Tooling and machinery was recovered from the site of the devastation and production subsequently restarted at a new plant in Meriden, not far from Coventry. Triumph Motorcycles Ltd remains the largest UK-owned motorcycle manufacturer, established in 1983 by John Bloor after the earlier company Triumph Engineering went into receivership. The new company, initially called Bonneville Coventry Ltd, relocated from Meriden to Hinkley and continued Triumph's lineage of motorcycle production since 1902. It now has manufacturing facilities in Thailand as well as UK to support their current sales volume of around over 60 thousand bikes a year.

Paul Venables

South Australian Aviation Museum 66 Lipson Street, Port Adelaide



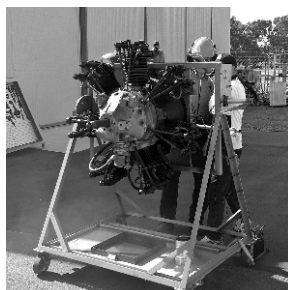
SAAMs have been a great supporter of All British Day and sometimes fire-up an iconic British Aero engine to delight the spectators. Remember, some of these engines are over 70 years old and take a lot of dedicated people to keep them running.

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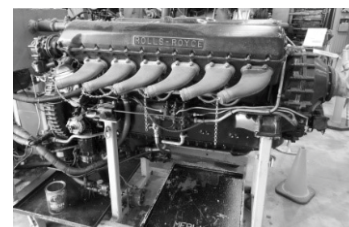
The collection includes a World War II Spitfire and a number of aero engines from 1910 to the present day, including the famous Rolls Royce Merlin and the engine on show today. If conditions (and age) allow, they will do a Fire-Up for us.



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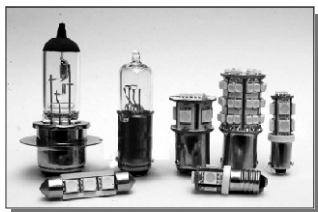
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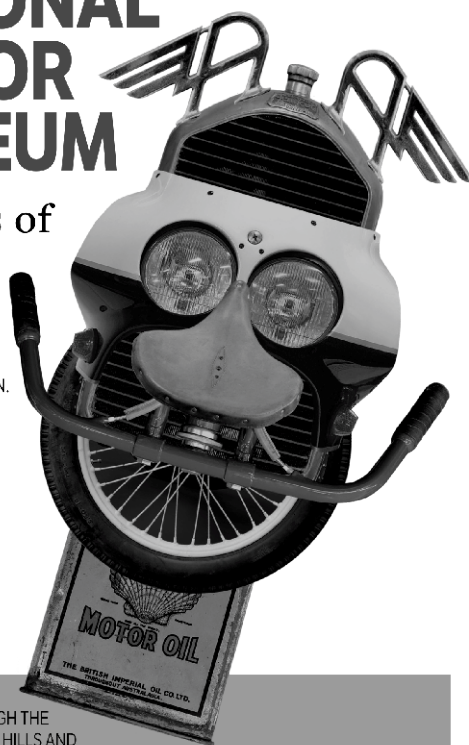
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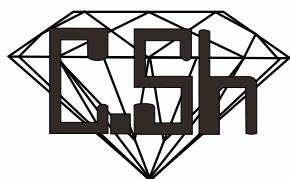
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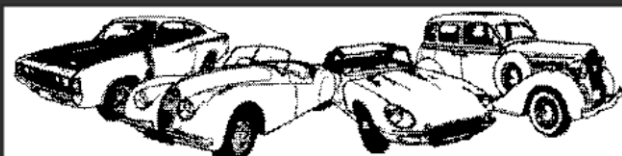
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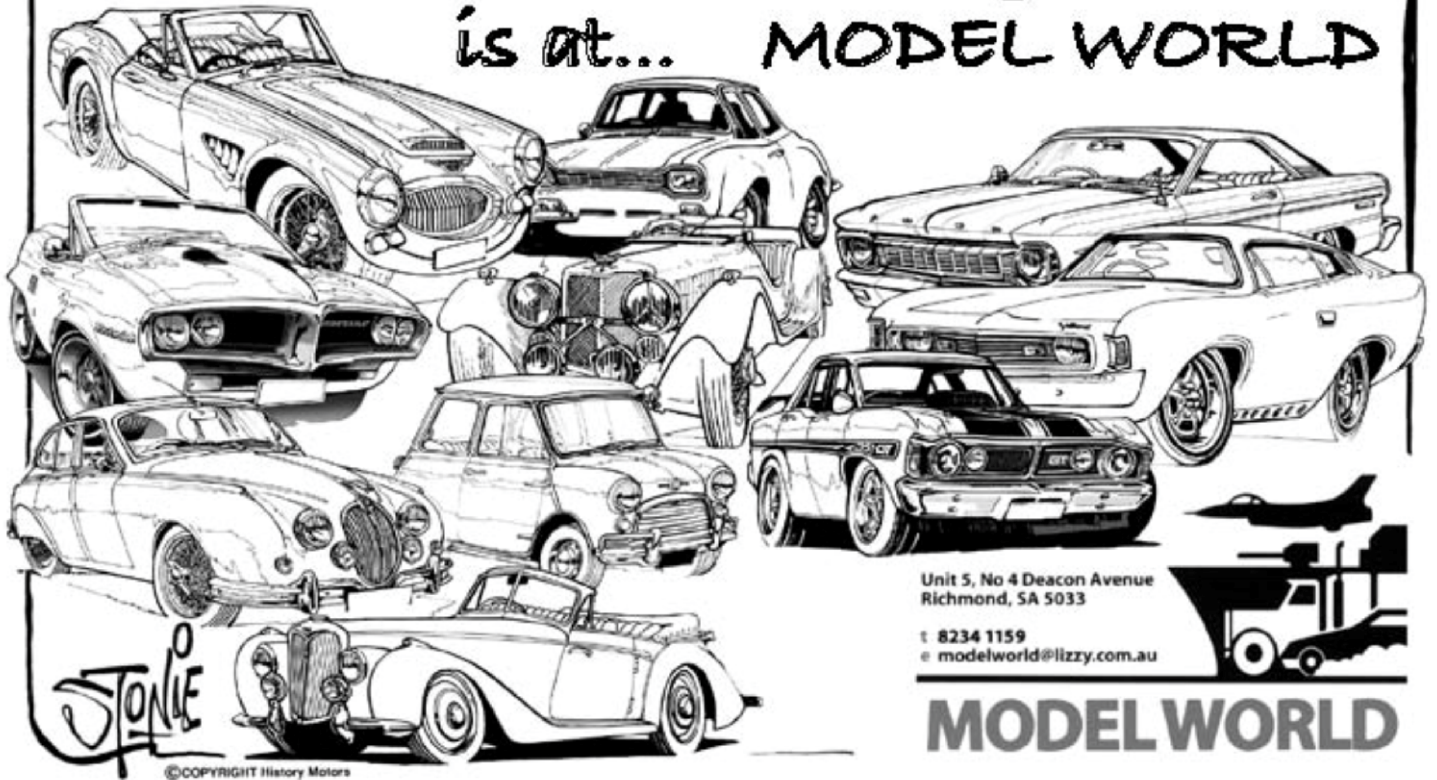
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