



TUCSON BRITISH CAR REGISTER

Volume 30
Number 8

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The Articles, opinions, suggestions, and items sale printed in the *Register* are solely those of the authors or offerors and do not reflect the official policy or warranty of TBCR, its officers or members unless noted.

Technical tips are for informational purposes only.

AUGUST CALENDAR

By Ben Cohen

Below is the schedule of upcoming events for **AUGUST**:

Tuesday Coffee

Every Tuesday – 0700 to 1100

Starbucks – Corner of Swan Rd & Fort Lowell Road

1st DRIVE

Saturday, August 4th – 0700

[Details to follow]

La Encantada Car Show

Saturday, August 11th - 0730 to 1000

2nd DRIVE

Saturday, August 18th – 0730

[Details to follow]

BLAT BREAKFAST

August 22nd or 23rd - 0700

[Details to follow].

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BWG CAR SHOW

Save the Date - British Wheels on the Green 2024



All owners of classic British cars or motorcycles are invited to Arizona's largest British marque show, **British Wheels on the Green!** This year's show is scheduled for:

November 3, 2024

Registration is expected to open in late August.

Visit www.britishwheels-az.info for more information.

TUCSON CLASSICS CAR SHOW

Registration for this event is active on their website of as this past weekend. Usually, they send an email giving notice that it is starting to be sold out. So, if you are interested in attending go to <https://tucsonclassicscarshow.com/vehicle-registration>. The club is well represented at this event, and it is a good time.

The Prez Sez

By Tim O'Keefe

Transmission Trials – When the joy of driving is met with the panic of shift issues

I realized not long after purchasing my 1972 TR6 that the transmission had issues – it was very difficult to move the shifter into first gear. About 2/3 of the time, it would go into first but often I would have to use second gear to move from a stop – no matter what I did, the shift lever would simply not move into the first position.

The clutch is hydraulically operated and there are basically no adjustments that can be made. But in reading forums I found that the clutch operating arm that attaches to the clutch slave cylinder has three positions. Mine was in the bottom position and people on the forums said it should be in the middle position. I changed the position and *voila* – I could get the shifter into first! Such a simple fix – I was a genius!



Unfortunately, this only solved the problem for about 6 months. Eventually the problem came back. And I complained to the elders at coffee on Tuesdays. They gave me ideas and courage and I began to look at different options. The last straw was when the car started dropping out of third into neutral. At that point I knew I had to do something and got serious about options and cost.

The first option was to have the transmission rebuilt. I wasn't super comfortable with this because I have receipts showing transmission work done only a few years ago so I was concerned that after rebuilding it I would still have problems.

Another option was to replace the transmission with a Toyota 5 speed W58 transmission. A lot of people on the forums had gone this route and were very happy with the outcome. Supposedly you could find a used Toyota transmission for \$500 or so, have it rebuilt, and purchase a kit from Moss Motors that includes all the necessary hardware and bell housing to mate it with the TR6. When I last looked the cost of the conversion kit was about \$2500. After doing some research and going down this path I began to realize that it was really hard to find used Toyota W58 transmissions. I did find one that was rebuilt but the shop was selling it for \$2000. Another similar option was to use a Miata 5 speed transmission and conversion kit that Moss was selling but it cost around \$6000. It was a brand-new transmission but that seemed very pricey.

My final option was to find a rebuilt overdrive transmission. This is the option I eventually went with. In the forums, when people mentioned they had transmissions rebuilt they often recommended John Esposito of Quantum Mechanics. Apparently, his shop is well known for rebuilding transmissions and differentials (300-400 per year) on a variety of classic cars. (Fun fact British Bob lived on the same block as John when they were kids and used to go over to his house to mess around with cars). He quoted me \$5000 including shipping for a rebuilt Type J overdrive (which is newer than the Type A that was used in my model year). The kit included wiring and switches, a slightly different half shaft and mounting brackets to adapt the Type J to my 1972 frame.

The Prez Sez (Continued)

Six weeks later my rebuilt transmission was delivered to my garage (along with a new clutch).

At this point I have to give a shout out to Karl Rettenmaier who gave me tons of support, help and confidence that I really could remove and replace the transmission myself.

The transmission, on a TR6, is removed from inside the car and lifted up into the cabin. It took about a day to remove the seats, carpeting and the transmission tunnel. Unbolting the old transmission took some time but finally it was ready to remove. It was a simple process to swing the transmission over and out the door of the car.

With the transmission out I removed the clutch and flywheel. Karl knew a machinist, George, in Tucson who was able to resurface the flywheel. After re-installing the flywheel and clutch, I installed the adapter plate needed to mount the transmission to the frame. Then I hooked up the wires from the overdrive solenoid to the overdrive switch located on the steering column.



Finally it was time to reinstall the transmission. Karl, generously offered to assist in this tricky step. Basically it involves man handling the 110 pound transmission to move it ever so slightly over so that pins in the engine align with holes in the bell housing and then nudging it just perfectly so the gears from transmission align with the engine. It is a mystical feat!

The Prez Sez (Continued)



After rechecking my work, it was a matter of matching bolts and nuts with various holes in the engine, frame, transmission, seats, dash, etc.

Finally, the test drive – it worked like a charm! The gears were smooth, quiet, and stressless. Driving was a pleasure again! Getting into 1st gear was a breeze! I got my car back!!

My biggest take away is that I didn't realize how much stress I had when driving the car with an unreliable gearbox. Replacing the transmission transformed my driving experience – no longer did I cringe at red lights. Instead, I enjoyed the shifting experience going from 1st through overdrive.

***May the road rise up to meet you.
May the wind be always at your back.
May the sunshine warm upon your face,
And may the hand of a friend be ever near.***

Tim

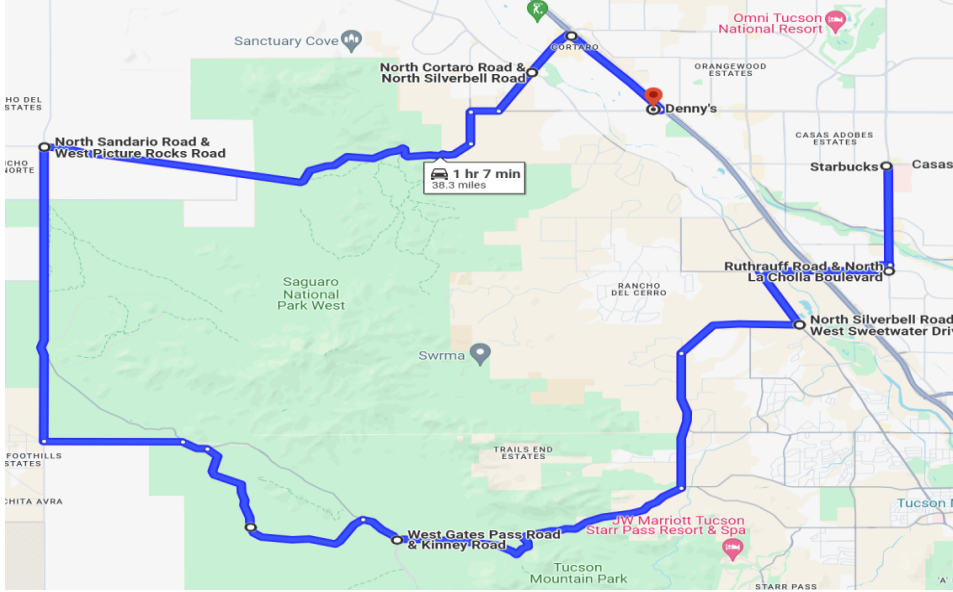
ON THE ROAD

By the Editor

1st DRIVE – 13 July – La Cholla/Orange Grove Starbucks to the Northwest and Back to Denny’s on Ina Road

Good weather, good drive but not-so-good attendance as only four cars showed.

SATURDAY DRIVE – July 13, 2024 – 7:00 AM departure for west side Denny’s Starbucks at SW corner Orange Grove Rd & La Cholla Blvd to Denny’s 4920 W Ina Rd



- Exit south [R] on La Cholla Blvd and continue across the Rillito River
- Go west [R] on Ruthrauff Rd and over I-10
- Go south [L] on Silverbell Rd
- Go west [R] on Sweetwater Rd which becomes Camino de Oeste heading south
- Go west [R] on Gates Pass Rd and up and over the Tucson Mountains
- Go north [R] on Kinney Rd
- Go south [L] on McCain Loop Rd and watch for cyclists, but enjoy the open views
- Go west [L] on Kinney Rd and continue straight onto Mile Wide Rd
- Go north [R] on Sandario Rd
- Go east [R] on Picture Rocks Rd and follow back over the Tucson Mountains
- Follow Picture Rocks Rd onto Wade Rd heading north
- Go east [R] on Ina Rd
- Go north [L] on Cortaro Rd and stay to the right as you approach I-10
- Go south [R] to get on I-10 east but STAY TO THE RIGHT and be on Frontage Rd
- Go west [R] on Ina Rd and Denny’s is on the right immediately after your turn...
- ENJOY!!!

ON THE ROAD (Continued)

2nd DRIVE – 20 July – Park Place Mall and off to the Southeast and returning to Breakfast at Bread & Butter Café on 22nd & Columbus Ave.

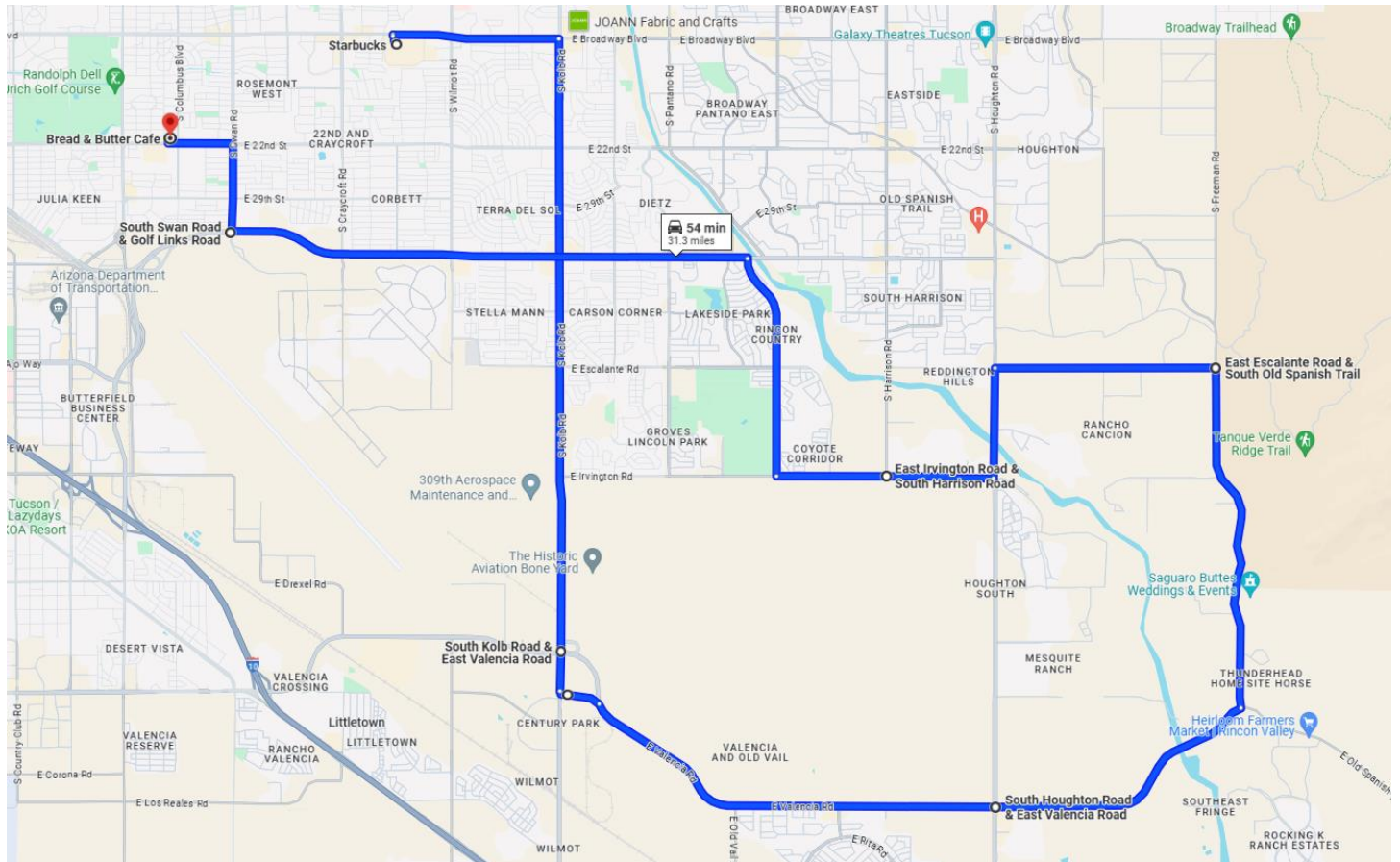
A little bit of overcast kept the temperatures pleasant this morning. A show of five cars for the drive and an arrival at the breakfast of a wandering Vie President in his new pickup. Lots of tangent driving but with little traffic, both vehicular and cycle then ending with a very good restaurant selection – good service and good food in ample provisions.



ON THE ROAD (Continued)

SATURDAY DRIVE – July 20, 2024 – 7:00 AM departure from Starbucks Park Place Mall

Breakfast destination – Bread & Butter Café at 4231 E. 22nd St



- Exit east [R] on Broadway Blvd
- Go south [R] on Kolb Rd and continue past DM and the Boneyard
- Go east [L] on Valencia Rd – follow signs to Valencia EAST
- Continue east crossing Houghton Rd to the light at Old Spanish Trail
- Go north [L] on Old Spanish Trail continue past Irvington Rd
- Go west [L] on Escalante Rd
- Go south [L] on Houghton Rd
- Go west [R] on Irvington Rd
- Go north [R] on Camino Seco Rd
- Go west [L] on Golf Links Rd and pass Kolb, Wilmot and Craycroft Roads
- Go north [R] on Swan Rd
- Go west [L] on 22nd Street and move to the right lane
- As you pass Columbus Rd turn RIGHT into the shopping center
- Bread & Butter Café is there!
- ENJOY!!

ON THE ROAD (Continued)

BLAT – 24 JULY – Starbucks on River & Stone to the East & Breakfast back at Viv’s Café on Bear Canyon.

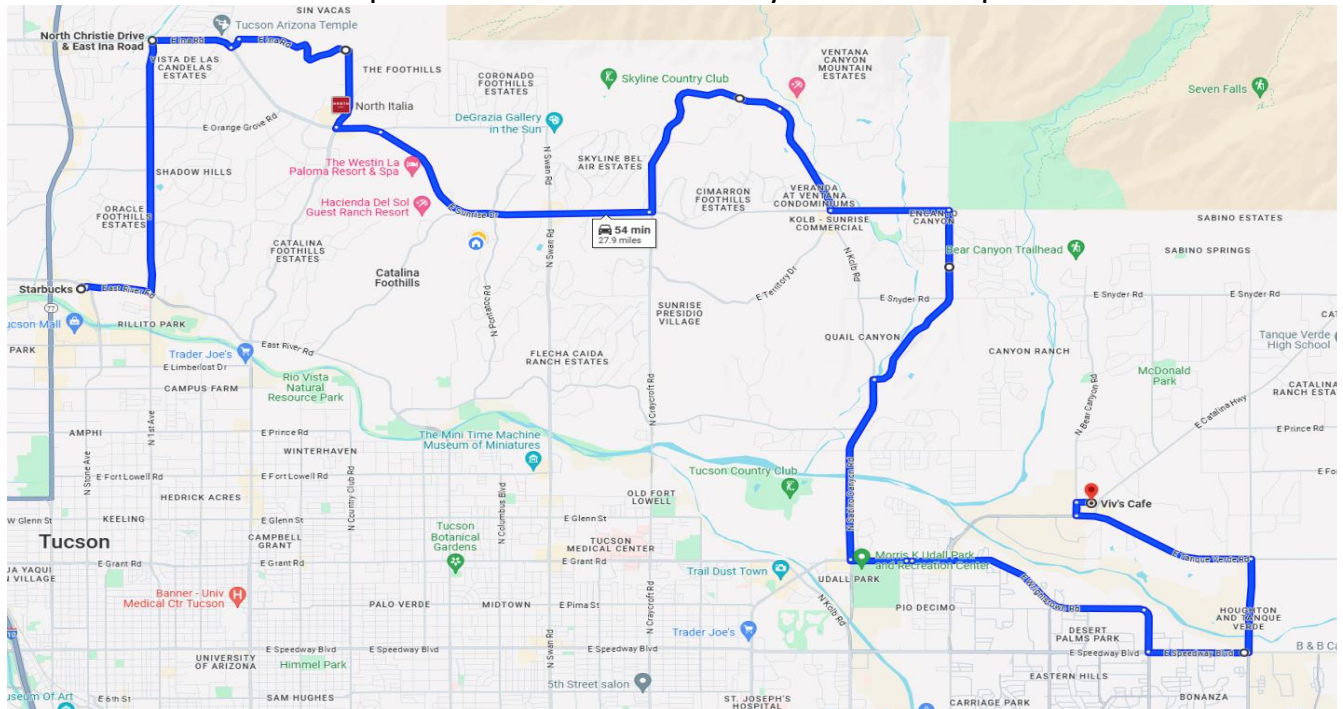
A nice overcast day that kept the temps down and drive quite pleasant. And a new route and a new restaurant in the mall between Bear Canyon Rd and Catalina Highway. Back to a good attendance as there was almost 10 vehicles. Everything was good until we reached the restaurant. There was one cloud over Mount Lemmon waiting for us. It finally cruised over and did a good dump on the parking lot. There was a rush to the door to secure vehicles followed by a few drenched drivers returning for breakfast. Then the mall developer was air-blasting the parking lot cracks to re-seal them. Many of us moved our vehicles away from the operation except Chris McMillin did not go far enough and upon leaving after breakfast, it appeared that he was driving a light blue MG-Dalmatian. This was no reflection upon the restaurant. The food was good and the service by three individuals was great!



ON THE ROAD (Continued)

ON THE ROAD (Continued)

BLAT – Wednesday, July 24, 2024 – 7:00 AM departure from Starbucks at W. River Rd
Foothills romp to Viv's Café at Bear Canyon Rd & Tanque Verde Rd



- Exit east [R] on River Rd
- Go north [L] on 1st Ave
- Go east [R] on Ina Rd and move to left lane
- Go LEFT at the light at Pima Canyon Rd and then RIGHT onto Ina Rd
- Go south [R] on Campbell Ave
- Go east [L] on Skyline Dr and continue straight onto Sunrise Dr
- Go north [L] on Craycroft Rd and continue to the south as it becomes Kolb Rd
- Go east [L] on Sunrise Dr
- Go south [R] on Sabino Canyon Rd
- Go south [L] at the "T" with Kolb Rd to continue onto Sabino Canyon Rd
- be in the middle or right LEFT TURN LANE
- Go east [L] on Tanque Verde Rd and move to the right-most lane
- Continue STRAIGHT onto Wrightstown Rd and follow to the end where it turns south as Harrison Rd
- Go east [L] on Speedway Blvd
- Go north [L] on Houghton Rd
- Go west [L] on Tanque Verde Rd
- Pass Catalina Hwy and turn into the SECOND entrance to the Bear Canyon Shopping Center
- Viv's is in the far back facing south...
- ENJOY!

POTPOURRI

By the Editor

WELCOME New Members

We have two new members:

David Sirota who resides in the Casa Adobes area and drives a Red 1952 MG-TD along with a TwinCam/Glacier Blue 1959 MGA.

Chris Werkhoven details will be provided in the September newsletter.

David's contact details have been added to the directory. Name badges will be ordered. Please keep an eye out for them and take time to welcome them to the club.

This puts the total number of members at 155.

[Editor's Note: When new member Joe Bean arrived recently to move his vehicle from PHX to TUS, I insisted that he attend the Tuesday Coffee. He did and expressed his gratitude on being welcomed by members that morning and the lengthy discussions he had with some members. For those who participated, you made a great impression. Thank you!]

TECH MATTERS

I guess it is too hot to perform work on a car! I need to shake some trees as I know that there are ongoing projects, and it would be great to hear from those of you undertaking work on your vehicles.

Thankfully, the trials and tribulations of working on an LBC was well addressed in the **PREZ SEZ**.

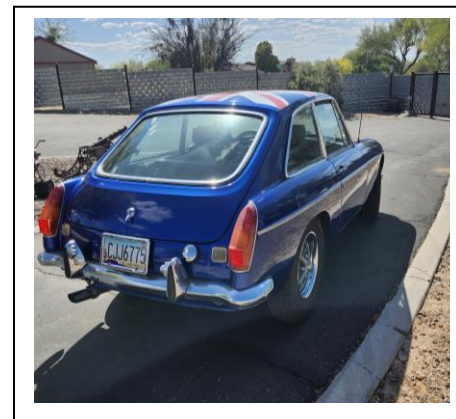
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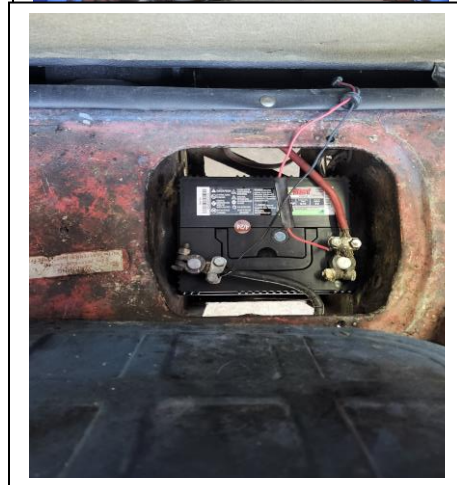
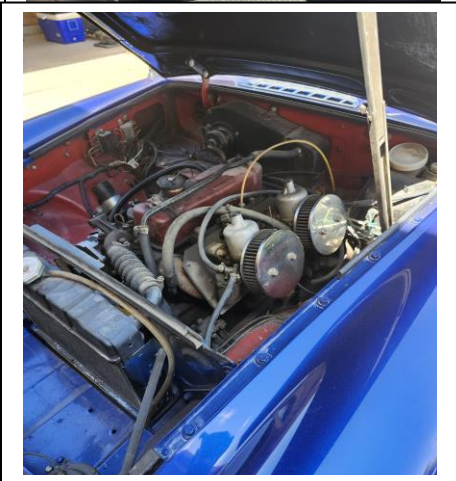
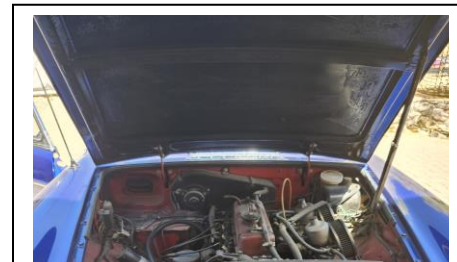
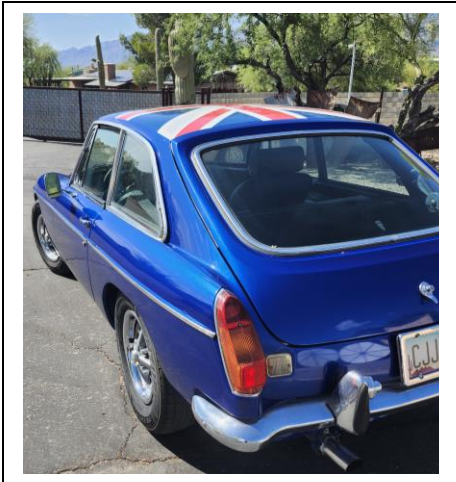
FOR SALE

There are two vehicles this month that we have been asked to advertise. Neither party is a Club member. One is an MGBGT and is sort of short on details. The other is a TR4A by a local collision specialist who has done work for me in the past. I have seen the car and there is not another one like.

1972 MGB-GT

I have decided to sell my 1972 MGBT. It is rust-free and in excellent condition. I am hoping that a Club member will be interested in purchasing it and cherishing it as I have.





If interested, please contact Don Chantengo by phone on (520)405 2126 or email dchantengo@cox.net.

1968 - Triumph TR4A

[Editor's Note: Recently I contacted Wayne who is the owner of Vanderpools Collision Specialists in Tucson. The reason for the call was to discuss the painting of Nan's Mark 2 in the future. I approached Wayne as I have witnessed many of his restorations (including our children's attempted modifications) over the years and I do not believe that there is anyone equal to him in this line of work. During our telcon, there was mention of a TR4 that was he was selling. I offered to carry a For Sale article in our newsletter. So, I visited Wayne at his shop, discussed some history of this vehicle and took photographs.

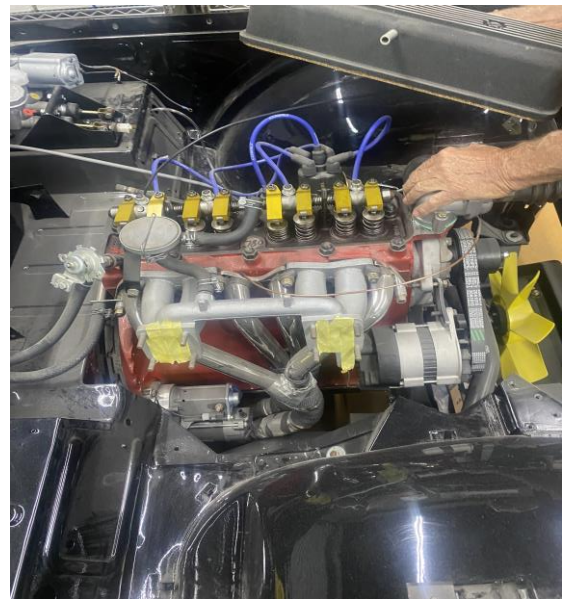
This is a vehicle previously owned by a U of A professor who funded this restoration since inception, but prior completion had a change in outlook on life and moved on. The expenditure on new parts, many unique, is in the order of \$60K. It seems that this individual would hear of something that would enhance the performance of the car and would purchase it. For instance, it has a new powder-coated frame which was shipped from the UK to replace the stock frame. I assume by appearance; it is for competition. The vehicle is not a RestoMod.

One last comment: This car is absolutely astonishing! Wayne's work really continues to shine.

Details:

- Frame off, full disassembly restoration.
- New reinforced powder-coated frame
- Body preparation with no filler and two component paint
- Black with red trim.
- New wire wheels
- Conversion to disc brakes
- New wire wheels
- Complete engine overhaul.
- New cams
- New trim
- Aluminum radiator

The asking price is \$15,000. If interested, please contact Wayne at (520)882-8290 or vanderauto@ymail.com.



WHAT IS IT?

Below is the photo as well as the identification of the vehicle that was requested to identify.



LANE MOTOR MUSEUM

1962 Elite Type 14 (Series 2)

LOTUS
LIGHT FAST FUN!

Specifications

Country of Origin:
England

Drivetrain Configuration:
Front-engine, rear-wheel drive

Engine:
Coventry Climax FWE, water-cooled, 1216cc, 4-cylinder, 85hp

Transmission:
ZF, 4-speed manual

Top speed:
115 mph

Weight:
1484 lbs.

Years of Production:
1957-1963

Number Produced:
~1,030 (Series 1 and 2)

Original Cost:
~£2400 (~\$6,000)

The Elite, or Type 14, was the first purpose-designed road coupe from the innovative mind of Colin Chapman, founder of Lotus Cars (1952). This endeavor followed his open Mark VI and Seven roadsters and a series of very successful sports racers, starting with his first fully enclosed aerodynamic 1954 Lotus Mk VIII.

Chapman's approach was always to "add lightness", instead of employing bigger, heavier engines. He achieved this for the Elite by pioneering an all-fiberglass monocoque with only localized steel reinforcement. The 1953 Corvette had shown the potential of a fiberglass body on a steel chassis, but Chapman took it a step further. The Elite was almost entirely fiberglass, including much of its load-bearing structure.

Suspension parts and the front subframe support the engine, which is bolted directly to three box sections which are molded into the fiberglass body. The advanced glass-reinforced composite body panels were lightweight and cost-effective but, more importantly, the Elite was the world's first fiberglass monocoque production car.

Below is this month's specimen created in past time. Do you know what it is? If so, please respond to seacocm@gmail.com or seacocminc@aol.com



OUT OF BOUNDS

TBCR TIGER TEAM

This article has been generated as a result of an email from Charlie Nichols wherein he provided a detailed description of an event that is regularly held by the West Coast Sunbeam Tiger clubs. This year's event was hosted by a Los Angeles based club, CAT, and held at Big Bear Lake east of LA.

As a consequence of rattling my cage, I have tasked Charlie to write an article about this matter.

In parallel with this, Mr. Bollen (2 Spits and 2 Wedges) has hounded me to attend an annual Triumph Fest. He also, has received reprimands. Not only for an article on the Fest but for all the technical issues he has suffered with the rebuild of his youngest Spit. He also owes one for his special Wedge purchased this year.

So, there will be a series of articles in the coming months about the LBCs we are driving.

Back to the Tiger owners. There were three parties in the TBCR Tiger Team. As of this writing only two remain as Don and Joyce Joy have sold their Tiger. But they still have their Healey's and E-Type in Washington State and, especially, their Mini in Green Valley that will be riding with us over cooler season.

That leaves Dick Keith along with Charlie and Jane Nichols – both parties are with blue *ladies* (emphasis added so as not to offend Jane. Ladies refers to both vehicles.)

Dick Keith

LBC



TBCR TIGER TEAM (Continued)



BIO

Dick is exposed further in this newsletter

Charlie and Jane Nichols

LBCs



Charlie's Tiger is the blue one with the white hardtop

TBCR TIGER TEAM (Continued)

BRIEF BIO

My first British car was a 1952 MGTD that I rebuilt one summer in High School. I ended up in College in Flagstaff Az and decided I needed a more practical car with roll-up windows and a real heater. I sold the MGTD and was able to buy a Sunbeam Tiger for the same amount. Back then it was just a used car with no factory support. I drove it for 10 years, then parked it for 15 years. After that I then started the rebuild. About the time I finished the rebuild, I found members of the Club at a car show. We have been in the Club for the last 25 years. The Tiger has been the main stay of cruising with the club ever since. I was looking for another project and some of the other Rootes group models came to light. I found a worn-out Hillman 4-door station wagon in Mayer, Az. The Hillman turned out to be a great rebuild project because it was so similar to the Tiger but yet different enough to make it interesting.

BRIEF HISTORY OF THE SUNBEAM TIGER

Carroll Shelby's Other V8 British Roadster The Sunbeam Tiger



The Sunbeam Tiger famously features a V8 shoehorned into an engine compartment designed in England by engineers who would have been mortified had they known that their little roadster would, a few years later, be shipped off to a former chicken farmer's garage in California where it would be hammered, cut, and welded to accommodate the 260 cubic inch Ford V8. As is often the case when Brits and Americans build cars together, the Tiger both handles well and has a solid power-to-weight ratio. Other examples of this cross Atlantic phenomena include the Allard J2, the Shelby Cobra, the Jensen Interceptor, the Lister-Chevrolet, and of course, the Ford GT40.

The Sunbeam Tiger is one of Carroll Shelby's most harmless looking creations, being based on the borderline-adorable Sunbeam Alpine that had styling reminiscent of the much larger Ford Thunderbird. Although they may not look particularly fast, the Sunbeam Tiger is a born and bred Shelby creation, with a 260 cubic inch V8, a 4-speed manual gearbox, rack and pinion steering, and modified suspension. Despite the fact that a V8 was shoehorned under the hood the weight distribution was almost perfect at 51.7/48.3 front/rear, as the new Ford engine was squeezed as far back in the engine bay as possible. Sunbeam had contracted Carroll Shelby to create the blueprint for the Tiger, it was down to him and his team to figure out how to squeeze the V8 into the engine bay. The car was originally known as the Thunderbolt, but the name was changed shortly before its unveiling at the 1964 New York Motor Show. The new name was a reference to the 1925 Sunbeam Tiger that had set a land speed record of 152.33 mph on the beach at Southport in March 1926.



Comparisons to the Shelby Cobra that had first been seen in 1962 fitted with the same 260 cubic inch Ford V8 were inevitable, and the Tiger would later go on to be fitted with the 289 cubic inch unit that had

been used in Cobras as well. The similarity between the cars was no bad thing, and there were more than a few races between them – both on the track and in private hands-on public roads. The contract to build the Tiger was awarded to Jensen in England, as management at Sunbeam were a little wary of Shelby's close ties to Ford. Although in retrospect it would likely have saved them money to have had them built by Shelby in the USA as most of them were sold there anyway – and Sunbeam paid Shelby a royalty on every Tiger they built.

There were two major versions of the Tiger, the Mark I and the Mark II. There would potentially have been more, but Sunbeam (as part of the Rootes Group) had been sold to Chrysler in 1967, so the continued use of Ford engines was out of the question – and Chrysler had no V8 that would fit under the hood of the Tiger. The Sunbeam Tiger Mark I The Mark I Tigers were fitted with the 260 (4.3 litre) V8 in a relatively low state of tune – just 164 bhp was available, although some enterprising dealers in the USA offered performance upgrades that boosted power to over 240 bhp and well over what the brakes, tires, and suspension could reasonably handle

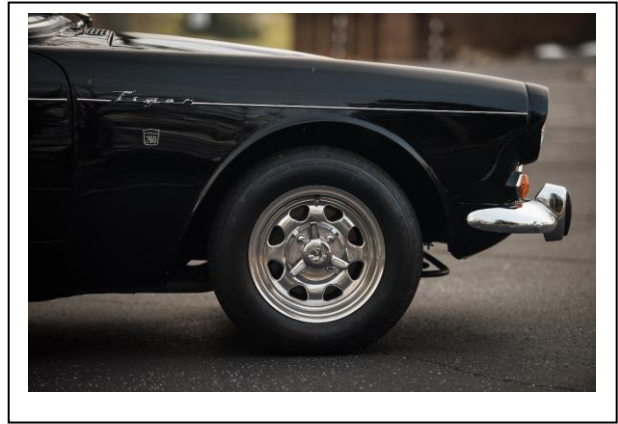
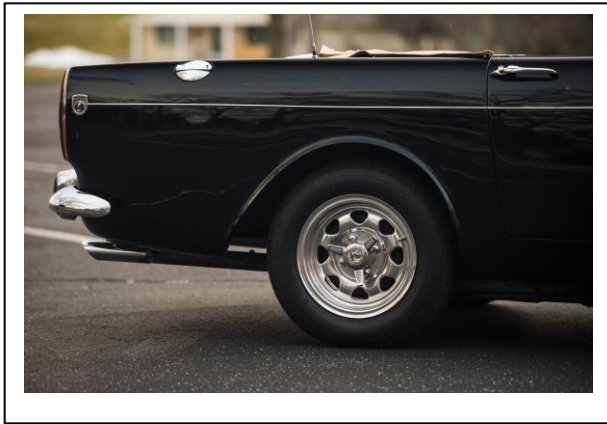
The Sunbeam Tiger Mark II Tigers were fitted with the more powerful 289 cubic inch Ford V8 (4.7 litre), which lowered the 0 to 60 mph time from 8.6 seconds to 7.5 seconds. The price point of the Tiger was approximately 30% higher than the Ford Mustang, and by the time it was introduced in 1967 Chrysler was already running the show, and the Ford badging had been replaced by “Sunbeam V-8” badges. The writing was already on the wall for the mighty little Tiger, and production wouldn't survive till the end of the year.

The 1966 Sunbeam Tiger Mark I Shown Here

The car you see here is a 1966 example that is still fitted with its original 260 cubic inch Ford V8, and importantly it was ordered from the factory with the Super Induction kit, an engine dress-up kit (that features many aluminum parts), a Holley four-barrel carburetor, a six-blade water pump fan, a high-performance camshaft, a Tiger valve cover kit, and a bolt-on Traction Master.

The car is now wearing a fresh coat of black paint (note: the white specs in the images are snowflakes, not paint imperfections), and it is accompanied by the removable factory hardtop, a folding convertible top, a tonneau cover, and a boot for the convertible top. It has a beautiful tan interior and it's equipped with a radio and seatbelts.





*Article first published by Ben Branch – February 27th 2018
Article Retrieved from SILODROME GASOLINE CULTURE*

[Ben Branch](#)

Articles that Ben has written have been covered on CNN, Popular Mechanics, Smithsonian Magazine, Road & Track Magazine, the official Pinterest blog, the official eBay Motors blog, BuzzFeed, Autoweek Magazine, Wired Magazine, Autoblog, Gear Patrol, Jalopnik, The Verge, and many more.

Silodrome was founded by Ben back in 2010, in the years since the site has grown to become a world leader in the alternative and vintage motoring sector, with well over a million monthly readers from around the world and many hundreds of thousands of followers on social media.

MEMBER OF THE MONTH

Mr. Richard (Dick) Keith

Richard Keith Biography

We would like to introduce you to Richard Keith, our new contributing author.

Richard, (Dick) Keith was born in Richmond, Va. in 1945. He grew up in the Midwest small town of Columbus, Indiana. Columbus was a prosperous industrial town about 40 miles south of Indianapolis, In.

Dick says he's a "car guy". Even when he was young, big trucks fascinated him. He remembers at five years of age being asked by his parents what he wanted to do when he grew up. His answer: A garbage man or a dump truck driver because they have BIG TRUCKS. Dick drew a picture when he was five to six years old of him driving a dump truck.



Dick's career

<u>Age / Event</u>	<u>Job Description</u>	<u>Story</u>
11 - 14	Paper boy	Developed business skills: time management, scheduling, money management, collections, interface with paper company, get papers, assemble papers for bicycle delivery, deliver, bike maintenance
14 ½ - high school	Concession	Work at a theater concession stand. Inventory management, retail ordering, concession sales, making change without calculator,
Post High school	VW dealer – Beginning Tech, back up Parts Manager	Sent to VW Tech class, frequent VW 1,500 mile oil changes, 3,000 mile valve adjustments. Backed up parts Manager. Learned to read Microfiche, parts books, parts sales
	VW Service Advisor (larger dealership)	Waited on customers, completed ROs (Repair Orders) and decided what was covered by warranty or a customer pay job. I was sent to a VW training center to become a certified Service Advisor. I liked the job and most of the customers. My knowledge of VW mechanicals allowed him to often give technicians needed information to make repairs.
	Service Manager same VW Dealer	Processed factory warranty claims. Worked evenings to ensure all claims were properly completed. Most of the claims were accepted. Few were written off. My crew was great and I loved the job. The principal was also a judge. The boss of the dealership told me why things were done. I learned a lot about management.
Draft Vietnam Era	US Navy	Option of best service branch, which would give me the best training. Navy promised me a great school in the engineering field. Assigned to the engineering department of a ship. The boring job caused me to read a lot of books while on watch. I received an honorable early discharge to attend college.

Post Navy	College & Marriage	<ul style="list-style-type: none"> • I married Luanne. We did well. Luanne was a teacher at a local high school. Saving money allowed us to have a good life. • Northwood Institute (college), a school with a degree in Automotive Marketing, sponsored by NADA (National Auto Dealers Assoc). College was treated like a job. My priority was working on my studies everyday. I graduated with an Associates Degree in Automotive Marketing and Business Management with a BS in Business Administration.
Post College	AMC Interview & Career	<p style="text-align: center;">See story below</p> <p>I interviewed automotive companies and was lucky to have many offers.</p>

American Motors...

AMC contacted me, requesting an in-person interview at the Cincinnati Zone Office. The new policy was to hire only college graduates who had expertise to be promoted to additional positions in the company.

The Business / Personnel Manager greeted and interviewed me. After a few short questions, I was escorted to the Zone Manager’s office for an interview with the Zone Service Manager. Both of them reviewed my background as a Service Manager and technical knowledge. They impressed me with their questions. I was surprised with an offer to start as a Zone Service Representative in the Louisville District. It was a strong offer, with more money than other offers, plus a company car, expense account and all the benefits of a salaried employee. I had not planned on taking a job. Impressed, I said yes. Within minutes I was shown my company car and benefit package. At the company required physical, the Doc asked a few questions, took my blood pressure, and called the office stating I had passed. My new car was a Javelin AMX with a 401 motor. How could I say NO?

The next day the District Service Manager picked me up. We drove to the office where I picked up my company car as well as my newly issued company ID number. Later I learned the position had been open for 30 days and no one who applied had a college degree and service experience. (Lucky me!) Then I was told I was hired at the near top of grade pay and the Zone Manager told them “Get him hired!”.

AMC 12 Year Cincinnati Zone Sales Division Work history...¹

AMC Cincinnati Zone Sales Division positions; Service Representative, Zone Owner Relations Supervisor, Manager positions: City Manager, Business Management, Vehicle Distribution, Market Representation, and Field Sales.

After the Cincinnati Zone was eliminated, the work was transferred to the Detroit Zone Office appointed as Fleet and Leasing Manager.

This is an excerpt found in the document “AMC Untold Stories – Book 2” published in 2023.

[Editor’s Note: In developing the “Tiger Team” article I asked each of the three TBCR parties for a short Bio. The Joys were excused as their Tiger had departed and the Nichols also as they now have a larger assignment in the works. Mr. Keith referred me to the book “The Untold Stories of AMC”, which was authored by Peter Williams with major contribution by Richard Keith and others. Peter responded to my request for this by providing a pdf version of the bio. Editing that has been a task and one half so the font work is in a little bit of a disarray.

Peter also thought the bio scheme was a good idea and has identified the next candidate.]