



PSA RELEASE

Estrella Warbirds Museum

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Winner of the
Choice of Show Award at WWW4

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The attached photo is of Gary and Junie Cooper who are the first recipients of the Woodland Auto Display Choice of Show Award for the WWW 4 car show for their 1947 Triumph 1800 Roadster. Their names are engraved on the perpetual trophy which is on display in the Woodland Building along with their photo.



The Triumph Roadster was the first post war car from Britain's [Triumph Motor Company](#) and was produced from 1946 to 1948. It was first made with an 1800 cc engine and superseded by a larger version, the 2000 Roadster from 1948 to 1949.

The car was designed in the closing days of [World War II](#), shortly before Triumph was bought by the [Standard Motor Company](#) and the Managing Director, [Sir John Black](#), wanted a sports car to take on [Jaguar](#) who had used Standard engines in the pre-war period. Frank Callaby was selected to style the new car and after getting Black's approval, he and Arthur Ballard produced working drawings with Callaby responsible for the front and Ballard the rear. Mechanical design was by Ray Turner. Walter Belgrove who had styled the pre-war Triumphs and was employed as Chief Body Engineer had no part in the design.

With early post war steel shortages the body was built from aluminium using rubber press tools that had been used making parts for the largely wooden bodied Mosquito bomber that had been built by Standard during the war and the chassis was hand welded up from steel tube. The engine was based on a 1.5 Litre, four cylinder Standard design which had been supplied to Jaguar. A four speed gearbox with synchromesh on the top three ratios was used.

The front had large separate headlamps and the radiator was well back from the front between large "coal scuttle" wings. Passenger accommodation was on a bench seat that was claimed to seat three: the car's 64 inch width helped make a reality of the three-abreast seating, and the approach meant a column gear change was required. The car's unusual width also made it necessary to fit three screen wipers in a row, an example later followed by early shallow windscreen Jaguar E Types. Additional room for two was provided at the rear in a Dickey Seat with its own folding windscreen: this was outside the hood that could be erected to cover the front seat. Entry and exit to the Dickey seat was never easy and a step was provided on the rear bumper.

On test by [Autocar](#) magazine in 1947 top speed was found to be 75 mph (121 km/h) and 0–60 mph (0–96 km/h) took 34.4 seconds. Evidently keen to be positive without misleading their readers, the magazine described the maximum speed as "satisfying but not startlingly high".

Estrella Warbirds Museum, is a non-profit 501 (c) 3 museum, dedicated to the restoration and preservation of military aircraft and memorabilia of those who flew and worked on them. Their approach is not to glorify conflict but rather to make a future generation aware of the fact our way of life does not come without sacrifice. The museum is located by the Paso Robles Airport at 4251-A Dry Creek Road, is open Thursday through Sunday from 10 – 4 p.m.

Please visit our website at www.ewarbirds.org for additional information.