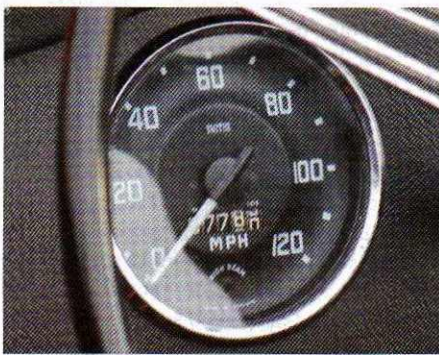


a mechanic with Tri-City Sports Cars of Massillon, Ohio, where the car, chassis number 60-413, was sold new 54 years ago.

According to Jay, Jack Turner's activities had come to the attention of Dale Smith, who had opened Tri-City to serve the sports-car-mad population of the Akron-Canton-Massillon triangle. Smith had been campaigning an MG TD in the SCCA's H-Production class, which is where he got his first look at a Turner 803. He was impressed, and wrote to Turner to see if he might be able to sell the cars through his dealership. Heck, Jack Turner replied, he could have the whole U.S. distributorship, with the exception of Florida, if he wanted. Did he? He did.

Jay, whose first visit to Tri-City came when he was buying parts to help a friend repair a TR3, well recalls his first impression of the Turner. "I didn't really care for the 950s, but the Mk Is and IIs, they're beautiful," he enthuses. "The fit and the finish of the Turner weren't quite up to snuff with the production cars of the day, but that's the only [criticism]. The appeal to the British car crowd was the fact that, thanks to their fiberglass bodies, they were 200 pounds lighter than a Sprite, which was the main competition in H Production."

Of the approximately 670 Turners constructed, Jay estimates that no more than



**Turners were well detailed, right down to the crest on the steering wheel hub. The 120 maximum speed is optimistic by some 30 miles per hour.**

60, and possibly fewer, were sold through Tri-City. Most of these were destined to spend most of their time on a race track, with a predictably high attrition rate. The Turner Sports Car Register reckons that the number still in existence is somewhere around 300, with a good number of those used for vintage racing today. In fact, it's the vintage racing community that's most likely to have heard of Turners; otherwise, whatever notice they achieved in the U.S. has faded away.

Roy Ivey knew nothing about Turner or his company when he went shopping for a sports car two years ago. He was looking for something Italian, possibly a Fiat-based special like a Stanguellini or a Cisitalia. But when he stumbled across 60-413, he was smitten. "To this day, I don't know what I clicked to find it, but I found it," he says. It was for sale at a specialty dealer in Pittsburgh.

What made Roy decide to buy it? "I liked it," he explains, simply. "In the ad for the car, it said, 'If you like British sports cars like we do, here's a chance to buy a piece of British history.' The looks were right, and the condition was fabulous. Couldn't turn it down." Roy does indeed love British sports cars, having owned an MGB and an MGB/GT, as well as a 1953 R-Type Bentley.

Roy made the connection with the restor-

