

1967 Earls Court: Leyland Motor Corporation








1968... Merger









Sir George Harriman Lord Stokes


British Leyland: Triumph Sports Cars

Bullet Lynx








What about MG?






EX 234 ADO 21

MG 1100, MG 1300, MG Midget, MGB, MGC, MG Magnette Mk IV


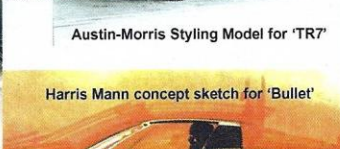



AOP 64K Pressed Steel facelift proposal for MGB


YOUR MOTHER WOULDN'T LIKE IT



Triumph Engineering's facelifted 'Bullet' JULY 1971 Austin-Morris Styling Model for 'TR7'

Harris Mann concept sketch for 'Bullet' Above: Austin-Morris 'MG Magna' styling model



Meanwhile, in a garage in Kent

V8 COSTELLO MOTOR ENGINEERING LTD.

INTRODUCING THE COSTELLO MGH V8

The most economical high performance sports car available.

