

MOSS *MOTORING*

Winter 1996

In This Issue, Our Complete Accessories Guide! Starting on Page 37

Over 250 Classic-fied ads Page 32

Moss British Festival Review



MOSS

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CONTRIBUTIONS INVITED

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our magazine production office at the address below:

Editor, *Moss Motoring*

440 Rutherford Street Goleta, CA 93117

We can accept contributions that are laser-printed, or on 3 1/2" disc; text files from Mac or PC in ASCII preferred; but double-spaced, typed information is also acceptable. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide. We reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address and phone number.

Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

\$125.00 GIFT CERTIFICATES

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

\$75.00 GIFT CERTIFICATES

Book Reviews, Club Article Reprints (humorous or general interest)

\$35.00 GIFT CERTIFICATES

Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)



From the Cockpit

First, we'd like to say a big "Thank you" to all of you who have written and called about *Moss Motoring* especially since we changed to the magazine format about a year ago. Your comments are very much appreciated by the editorial staff, and we are delighted that you like the 'new look' so much.

One of the results of the changes we have made is that we are getting an increasing number of really good writers sending material to us. People of the caliber of John Sprinzel, Alan Jabez, and Dennis Ortenburger, have all come on board since the change, to complement our regulars such as Harry Newton, Ron Phillips and others. And of course we mustn't forget the invaluable contributions of our

own in-house staff who are no mean scribes themselves!

However, we still like to hear from our customers out there, who feel they have a story to tell, a memory to recall, or a tip to pass on. Please feel free to write on whatever subject you feel will interest our readers. Providing it's British car related, or of general motoring interest, we'll gladly consider your submissions.

We know that many of our customers live where it's not always as temperate in December as it is here on the West Coast. So maybe it's time to put that pen to paper, dig out that typewriter, or (as most of you do) hit the keyboard of your PC.

In this issue we've tried to bring you all something to interest you until our Spring issue appears. We have lots of good things in the pipeline, so don't miss a single issue. If you tell us you still wish to receive *Moss Motoring*—then you will! It costs *nothing* to stay on our mailing list, just a toll-free call to our Customer Services Associates who will then ensure that you are a regular recipient. The outcry we received recently from people who thought they were being removed from circulation after receipt of the dreaded "This could be your last issue" warning, was just incredible!

We at Moss Motors are here to serve you—have been for nearly fifty years, and we'll try to continue to provide you with the best parts, at the best price, in addition to bringing you the best free motoring magazine in the business!

Happy Holidays!

Ken Smith

Cover Shot: Don Elliott's well-traveled 1958 TR3A.

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Letters



A couple of months ago I jumped in my MGA Coupe to visit with my daughter in Ohio. Even though it was hot and dry I like the coupe (75,000 miles since overhaul with few problems!).

After driving some five hours and approaching the Ohio state line, the fan broke a blade running at 4,000 rpm at which the blade threw itself through the radiator! A quick look in the mirror and off went the key as I shifted into neutral.

I was towed off I-80 at 10:00 a.m. Thursday and called Moss at 11:30. Moss put a new radiator in the air and it was in my hands 11:00 a.m. Friday! Fitted it at the motel and was on my way again. Just wanted to say thanks to all concerned at Moss, especially your sales associate Aaron Carlberg.

—Ed Kaufman, Milwaukee, WI



This photograph of Sonny, my dog, and myself, in our 1951 TD was taken by an unknown photographer without our knowledge. He called it "Now this is California..." however I prefer "Man's two best friends!" Sonny rode on the passenger seat for twelve years and never fell. I stopped him when age caught up with his balance.

Thanks for all the great parts for the TD and for my '59 Austin-Healey 3000. Best Wishes to the Moss Motoring family.

—Otto Felix, Hollywood, CA

(Otto is a well-known character actor with hundreds of film and television credits to his name. If you've seen Hunter, Mike Hammer, General Hospital, or Hill Street Blues, you've seen Otto at work!—Ed. And now from another film actor...)

I am one of those people who had an early affection for British sports cars. It started in the '60s when I was a boy playing with an E-Type Jaguar "Matchbox" toy. When I was 17, I

purchased a 1960 TR3A which I still have 21 years later! This plus a Bentley S2, a 1957 MGA and no less than six Spitfires!

My every day car is a 1969 Spitfire MkIII and it's the most dependable car I have ever owned. In the past two years of driving it, all I have ever done is change the oil.

Recently I had a scene in the movie *Cadillac Ranch* which stars Christopher Lloyd and in one scene my part was to pick up my 'screen' daughter. I tried to persuade the producer to use the Spitfire for this scene, but they already had a "red convertible"—so I ended up with a Ford.

British cars in movies—I promise the Moss Crew that I will continue to pursue using British cars in movies. They fulfill a childhood dream. So many memories! Last night, for instance, I watched the 1960 movie, the *Time Machine* with Rod Taylor. In the film they used two cars from the 'future', a red MGA and a black XK140. Rod Taylor was also in the 1963 Hitchcock film *The Birds*, in which Hitchcock used his genius to send Tippi Hendren down the road to Bodega Bay in an Aston Martin. I also fondly recall the red MGA, Joan Blackman and Elvis in *Blue Hawaii*. And how about that E-type Jaguar in the *Silver Streak* with Gene Wilder, circa 1976?

—Howard Walker, San Marcos, TX

(I'm sure that there is someone out there who has a listing of every film and TV program that ever featured a British sports car. If they have why don't they write and tell us?—Ed.)



Here's an unusual use for the laygear out of my 1967 MGB. Just another example of how MGs are always alive in spirit!

—David Menke, Deltona, FL

First, I want to thank you for a great magazine, I wish I had known about Moss fifteen years ago. Secondly your catalog and support staff are without peer! My last issue of *Moss Motoring* was fast becoming worn out when the new one arrived—just in time! I just wish it were a monthly and many pages bigger...

Now a little story for you. I joined the Air Force in 1977 and moved to Minot, North Dakota. In 1980 I purchased a 1975 MG Midget which a friend of mine had brought back from England. He'd managed to wreck the transmission by letting his foot slip off the clutch pedal, while starting it in gear, wheels frozen to the ground!

I met my future wife with this car, and it was on one of our many triple dates, (Julie, the MG and I) that while crossing an uncontrolled four-lane freeway, we got hit. The Midget was a total loss but the insurance covered it nicely.

I spent the next fifteen years trying to find another white 1975 Midget, in good enough shape and at a price I could afford. Two months ago I found one! Sitting in a parking lot, unused for eight months. I made my offer and now she sits in my garage awaiting reinstallation of some new Moss parts.

I probably paid more than the book said I should, but thank heaven my wife knows how attached I was, and am, to the little white MG. Soon we will have our MG running, and then I'll be able to take my two 'girls' out on a date again!

—Tom Zohner, Rapid City, SD

A RACING PUZZLE

Several British car enthusiasts were sitting around after a meeting and decided to race their cars.

The TRIUMPH didn't win because it had engine trouble and had to be pushed most of the way!

The JAGUAR came in two places behind the MG which didn't place second!

The MORGAN didn't win or come in 5th!

The SPRITE came in one place behind the Triumph!

What was the finishing order of the cars?

—George and Jean Jardim
Walnut Creek, CA

(Hey Triumph fans, we didn't write this—but we'll print the answer in our next issue!—Ed.)

I had planned to attend your Moss Festival at Buellton—a chance to drive up the coast and show off my one month old, 1930 4½ liter Blower Bentley reincarnation! Sadly, less than 20 miles from the event, with 2014 miles showing on the clock since the car was completed, the engine blew!



Within five minutes a young couple in a white Austin-Healey who identified themselves as employees of Moss Motors, stopped to see if they might be of help. They assured us that they would dispatch someone from Flag is Up to assist us if we didn't make it within the next hour. Then two gentlemen in a Miata also stopped on their way to the Festival and offered their help.

Little more than an hour later Jim Babe and Eric Wilhelm of Moss did arrive, seeking to assist in any way, including an offer to drive us to the event in their transport. However, since the AAA flatbed had just arrived we felt obliged to ride back with the Bentley.

Between Moss Motors employees and the pair in the Miata, I am tremendously impressed. I hope you can convey my gratitude to all of those concerned.

Yours in great motoring.

—Gary L. Wales, Woodland Hills, CA

I have a couple of points to raise in regard to recent correspondence in *Moss Motoring*. I find your magazine to be quite informational and the price lists and catalogs are pretty much fun to read.

My second point has to do with younger people interested in English sports cars. I think it's great that more and more young people are becoming interested in English cars. I am sure that, like me, many others think English cars are excellent automobiles and great fun (except the occasional broken nut or bolt!). Again, many thanks for the great catalogs.

—Michael Macino, Age 14
Columbia City, IN

My wife and I would like to thank you and your staff for a great time at the Festival in Solvang.

We would especially like to thank Moss staff associate, Eric Wilhelm and those at the technical station assistance area.

My TR3A began to leak gasoline badly late Sunday afternoon as we prepared to depart, and as the parts delivery service had closed we were in a quandary as to what to do!

Eric found the problem which was a bad gasket on the fuel pump bowl. He then drove 18 miles to his home, found a gasket, came back and installed it on our car so we could make the long ride home safely!

Many thanks again Eric and to all your staff. We greatly appreciate it!

—Paul Wilson, Pacific Grove, CA

A MODEL EXPERIENCE IN LITTLE ROCK

Late July saw the British Motorcar Club of Arkansas convene in Little Rock

for their Annual Summer Camp-Out and Rally. One of the special events was a car show which attracted four MGA 1500s, six MGBs, two Austin-Healey 3000s, three Bugeye Sprites, two Jaguar XK120s and an MG TC. Owners of the various vehicles ranged in age from 10 years of age to Septuagenarians, and all entering a vehicle received a Moss Motors discount certificate and special awards went to the "Best of Show" in two divisions.

We should perhaps explain that the vehicles in question were the cardboard cut-out models provided by Moss

(please see page 26)



Mystery Car Corner

Over twenty of our readers correctly identified the British sports car shown in the Fall issue of *Moss Motoring*.

However, our winner, drawn at random this time is Rob Reilly of Glen Ellyn, Illinois who will receive a gift certificate for his efforts. The car was a 1934 Riley Imp, owned by Bill Alexander of the Riley Register. Rob correctly stated that the car has a 1.1 liter four cylinder motor and says it's one of his all time dream cars—and not just because of his name!

Now we have a real teaser for you—can you identify the British car shown below? We *think* we know what it is but any further information will be welcomed.

The closing date is December 31, 1996. Send your answers on a **postcard only** please to: Moss Motoring Mystery Car, 440 Rutherford Street, Goleta, California 93117.





At Full Chat



STORY AND PHOTOS
BY HARRY NEWTON

“HE WENT TO LAS VEGAS IN A \$25,000 CADILLAC,
AND RODE HOME IN A \$100,000 GREYHOUND BUS!”

You probably heard that old story about a man who lost everything, including his car on a gambling spree. Well, in a similar vein, California classic car collector and restorer, Gary Wales, recently headed from his San Fernando Valley home for the Moss Motors gathering of British car enthusiasts at Flag is Up Farms—the Moss British Car Festival.

He set out at the wheel of his latest ‘toy’, a recreation of a famous 1930 ‘Blower’ Bentley. The quarter million dollar, hand-built showpiece’s odometer indicated a mere 2,014 miles when its supercharged 4½ liter Rolls Royce engine emitted a cloud of smoke, followed by a series of expensive sounding noises, and then died along a barren stretch of Highway 101 between Goleta and Gaviota.

Wales never made it to the Moss Motors event. At 1:00 p.m. he watched as his car quietly rolled off a flat-bed truck at his home in Woodland Hills. Aside from facing a costly engine rebuild, what might well have been a very expensive morning had been reduced to little more than a minor inconvenience...more an adventure than a catastrophe, according to the car’s owner, the experience was in many ways gratifying. Two points were brought home to Gary Wales, the first of which was the real value of his AAA Plus membership.

Even more reassuring was the Samaritanism demonstrated by sports car owners in general, and by Moss Motors customers and employees in particular. Less than five minutes after coasting to a stop some yards from the coastal freeway’s north-bound lanes, a couple in an Austin-Healey

3000 slowed and stopped alongside the still smoking Bentley. They offered help, identifying themselves as Moss employees. (*Moss Sales Associates Jennifer Lower and Colin Kennedy!—Ed.*)

“I wish I had thought to ask their names,” Gary remarked a few days later. Unfortunately the damage was beyond the resources of roadside assistance, and even those with Moss Motors behind them. When informed that the Moss Festival also was the Bentley’s destination, the couple said that they would send assistance.

A few minutes after the Austin-Healey’s departure, two men in a Miata, also enroute to the Moss gathering, stopped to offer assistance. Then they too continued on their way, once being appraised as to the presumed severity of the mechanical damage. Nevertheless, the willingness of strangers interrupting their trip in order to help impressed Gary Wales mightily.

This was further emphasized an hour later when a Moss van containing Eric Wilhelm and Jim Babe arrived from the Flag is Up Farm. They offered a ride to the event site, Wales’ original destination. But, quite understandably, the Bentley was his primary concern, and he opted to await the AAA rescue truck.

Shortly thereafter in response to Gary’s distress call a flatbed truck arrived from BJ’s Turnpike Towing in Goleta. The driver quickly attended to the minimal paperwork, before carefully winching up this reincarnation of a rare British classic and securing it to the ramp-back truck’s purpose-built cargo bed.



The \$250,000 'Blower' Bentley Reincarnation

For several decades we have seen a growing number of ultra-rare, ultra-expensive automobile replicas. Most prolific among these have been the reincarnations of Carrol Shelby's Cobras. About one thousand of the originals were produced in the mid-1960s. Since then, several times that number of replicas have been built, some in kit form, some as turn-key replicas. Some replicas have been created by people who claim them to be the genuine article, others by admirers who can't find an original example, or who don't care to risk a seven figure piece of automotive history on public roads. It is into the last mentioned group that Gary Wales' 'Blower' Bentley reincarnation falls.

Built at the rate of only four vehicles per year in the Devon, England shop of Robert Petersen, these cars, while almost dead-ringers for the 1930 Blower Bentleys, are not meant to fool anyone. Constructed with later model Bentley and Rolls Royce major components to make them more driveable, Petersen's creations are hand crafted to standards that would have accorded a nod of approval from W.O. Bentley, their namesake. And while a price of £150,00 Sterling is more than substantial, it doesn't come even close to the figure that any of the fifty originals would command on the open market today...they are valued at figures up to 2 MILLION DOLLARS according to the experts we interviewed!

Since 1990, Bob Petersen has built only a handful of these re-creations, mostly for London Rolls Royce concessionaire, Jack Barclay. Gary Wales' example is the first to come to the United States and Petersen has named the Californian as his American sales agent.

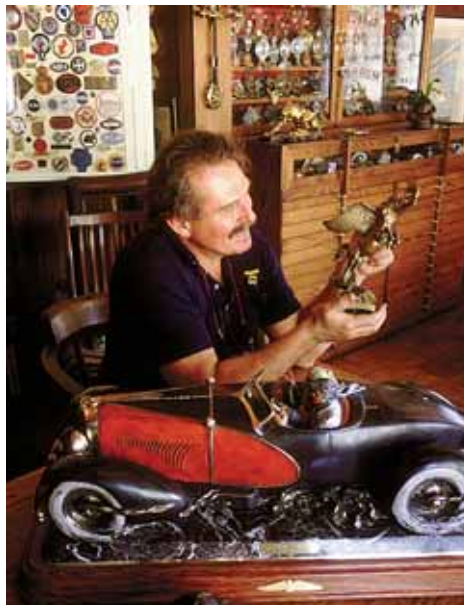


Gary and his wife Marilyn had signed up for the AAA Plus only a few short weeks before the incident on Highway 101. They now refer to the \$40 annual surcharge over the basic membership fee the best investment they have made in many years. In fact, Gary pointed out the discreet AAA decal on the Bentley's windshield is the only modern-day cue on what is otherwise a vehicle comprised of parts some dating back more than sixty years.

In addition to being a car collector of considerable renown, Gary has also amassed what many historians consider to be the world's finest automotive emblem and badge collection, a total of 10,000 items. Included in that number are nearly 1,000 which relate to the AAA and its predecessors!

It was late Sunday evening when Bob Petersen received Gary's trans-Atlantic distress call by telephone. He immediately volunteered to ship another rebuilt engine by air freight. On top of that, Petersen also made flight arrangements so that he could personally supervise the installation of the engine in California!

There was a time when Rolls Royce offered the best warranty in the industry, "three years with no mileage limitation". But the power plant in Gary's Bentley was one year short of half a century in age, well beyond the factory warranty, but not beyond Bob Petersen's sense of responsibility. Since the installation of the newly rebuilt engine, Gary has driven it to Monterey and on the Automobile Association's 10th Anniversary Michigan 1000 Rallye.



Gary has also amassed what many historians consider to be the world's finest automotive emblem and badge collection, a total of 10,000 items.

Sprinzel Speaking...



Personal Reflections of Abingdon

John Sprinzel



The MG Factory at Abingdon was nothing like what one would expect a car plant to be. First of all it was small, so everyone knew everyone else—sons followed fathers into the job, and that legendary MG boss—John Thornley, seemed to know each worker's first name, as well as much of his family. There was such a sense of “family” that even in those terrible strike-ridden times of the sixties, the Abingdon plant just didn't have stoppages. Secondly, the factory was built right into the edge of a country market town. The unimposing front entrance was at the end of a narrow leafy lane, with the offices on one

side and the churchyard on the other. Most of the team drivers used the “back” entrance, where the gatekeepers recognized every face, and waved you through with a grin. We also used the same washrooms as the assembly workers, most would recognize us, nod a greeting and comment on the results of the last rally. After all, it was “their” cars we were driving.

Automobile production began in 1946 starting with MG TCs, but within seven years, and the introduction of the MG TD, over 10,000 cars were being produced annually. Three years later, the MGA was introduced, and production doubled. Abingdon was mostly an assembly plant, and only the MGA chassis was actually welded together at the plant. Bodywork, fully trimmed and painted, for the 'A, and later for the 'B, Sprite and “big” Healey arrived in a steady flow from the various BMC plants, as did engines and transmissions. The car transporters were held in a large car park waiting for the color-coded light signals which told the driver he was next in line to approach the assembly area. Assembly was very

much a dedicated handwork affair, even to the “conveyor” lines themselves, which were merely tracks made of cement blocks, with gullies in which the wheels would run, these were sized to accept differing width vehicles, but did mean that axles and wheel had to be fitted right at the start, and also that they had to be pushed! It also meant that each team could finish the job properly before passing the car to the next station—not always the case with the pressures of a powered line.

Over lunch, a constant stream of MGs and Healeys burred past the windows...

The mix of models on the assembly lines was quite difficult to understand—but it seemed to work. Perhaps the most unusual aspect was the final testing, where EVERY car was driven around a

seven mile road circuit along Oxfordshire's delightful country lanes. The experienced testers were very proud of the product, and few—if any—of those nagging new car faults passed scrutiny and any car with a problem was driven directly to the rectification department. Half way around the route was the Dog House pub, far away from even the mini-bustle of Abingdon town. They served a decent lunch and good local ale, so most of the Competition Department's team meetings seemed to be held in it's old English, rural atmosphere. Over lunch, a constant stream of MGs and Healeys burred past the windows, to remind us that there really was a commercial reason for the meeting!

I first became familiar with the works during 1956, when Marcus Chambers invited me to join the team on the Sestriere Rally, with my own car, which they would prepare. Marcus was not only the Competition Manager, but had set up the department just two years earlier, under the guidance of John Thornley. At that time they were still producing that delightful MG saloon, the Magnette, but not long afterwards this range was moved to the Morris plant at Cowley, in order to accommodate the Sprite, and the increase in demand for the "big" Healey. (Funnily enough, that was how most of the models from 100-4 to 3000 were called, and if you had ever driven one of the works' 3000s in anger over a rough rally route, that is certainly how they felt!) I was not just one of the team drivers, but also fortunate enough to own dealerships for both MG and Austin-Healey, so my contacts were on both sides of the organization. Perhaps the most important man in the entire plant, after John and Marcus, and maybe Syd Enever, who headed the design office, was Charlie Martin. As boss of the Planning Department, it was his job to translate the orders from around the world, into a coherent and efficient production schedule. I have never found a more patient or more able executive in all my dealings with the "motor trade" and while one obviously didn't abuse the friendship, a discreet telephone call to Charlie would certainly result in the car for a particularly difficult customer arriving more or less when it had been promised. When you think of all the different specifications, colors and models which could be selected, it is a miracle that automobiles were steadily produced and delivered, which matched the very individual orders of sports car enthusiasts, and for all those

Abingdon years, Charlie was mostly the reason.

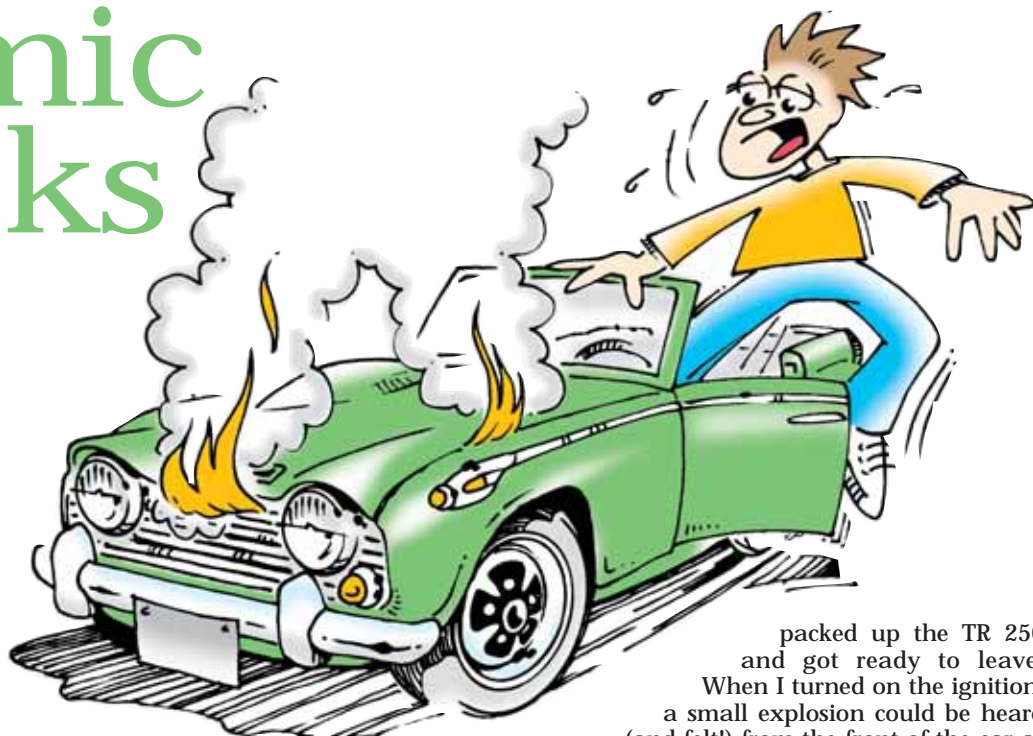
Syd Enever too, was one of a kind, and was responsible for the design of the very successful MGB. I will always remember discussing a fault with the front stub axles of Sprites and Austin A35s while sitting next to Syd at a BMC Competition lunch. In no time, an empty cigarette packet had been opened out, and a sketch of the problem part appeared, together with the reason for failure. That the same part still failed ten years later was certainly not the designers' fault, but the rather unwieldy system at BMC where parts were designed here, made there and assembled somewhere else, often caused this kind of lack of communication and frustration, and has much to do with why BMW now own the remnants!

One memory is indelibly etched in my mind, and was on a Saturday afternoon near the end both of my career as a competitor, and Abingdon's as a car plant. I drove up to collect a special

close-ratio gearbox to fit to one of my rally Sprites. Neville Johnson, the dedicated Stores Manager, had arranged to leave it in the Competition Department, and the keys were at the main gate. I collected the keys, drove through the deserted factory, opened the Competition Stores, and there I was, totally alone, amid an enthusiast's dream. Every single type of special part from camshafts and crankshafts to special seats, lightweight body panels and rally inter-com systems, lay in serried ranks of shelving. What a temptation!...but I can't think of any better way to remember the personal relationships, the trust and dedication, of all those wonderful people who made Abingdon products the stuff of dreams for enthusiasts all around the globe.



Karmic Shocks



by Bob Halliday

Why is it that whenever you think you're absolutely sure about something or somebody, that's exactly the time that you get surprised beyond belief.

Take this Bugeye, (please!) I've been restoring for instance. Every backyard mechanic knows that if an assembly has four bolts holding it in place, three of them will come out smoothly, and one you twist the head off and have to drill out. This comes from the sacred Workshop Manual passage; "Thou shalt twist off the offending bolt head and drill until thine hands become numb".

And then just when you are sure the dynamo is in good working order, that wonderful Lucas electrical system fails on your test drive through the Mojave Desert. I have always had short sightedness when it comes to anticipating ridiculous consequences, and situations which I find myself in from time to time.

Take the time when I was certain that my wife would accelerate in drive (forward) instead of reverse, broad-siding my pristine MGB with my pristine classic Mustang. My insurance agents asked if I wanted to file suit against myself!

Then there was the yardman who offered to push start my MGA. I never knew he was a drinker until he suddenly rammed my rear bumper with his '56 Plymouth Sedan. (I thought he meant he was going to push me by hand!) As we exited the street onto the highway, his bumper crushing mine, with our speed approaching 45 mph, my wild gesturing, white death mask complexion and screams, which were somehow interpreted by the yardman as the signal to "increase speed", as we reached a speed that I thought was

surely as fast as a '56 Plymouth Sedan could go!

It must have been my efforts to exit the MGA roadster at high speed that was the clue he needed to back off so I could disengage the clutch. But even before I could put the MG into 4th (that MG had never moved so fast!), the right rear dropped suddenly as the hub hit the pavement and to my surprise (or horror!) the right rear wire wheel and tire passed me going 60 mph as I fought the steering wheel, trying to stay between the ditches and pull over to the shoulder.

The yardman kept going (literally) and never returned. The wheel and tire also kept on rolling as on-coming traffic swerved to miss it, as it wildly changed

When I turned on the ignition, a small explosion could be heard (and felt!) from the front of the car...

lanes. I found it about a quarter mile from impact (hub with pavement). As I grew older I envisioned the yardman working for the carnival, prying bumper cars apart, as he dodged those careening electromobiles, and occasionally taking a swig from a bottle behind the control booth.

The firing range incident was but another example of my misperception of character and credibility. After target practice for an hour at an outdoor range, I noticed a gasoline odor as I

packed up the TR 250 and got ready to leave. When I turned on the ignition, a small explosion could be heard (and felt!) from the front of the car as flames sneaked out from under the hood. With a single bound, that would have impressed Superman, I exited the car. I quickly discovered the problem. **THE CAR WAS ON FIRE!**

Being more than a moderately materialistic male, I fought furiously to retrieve my firearms from the flames. As I looked for help to fight the fire, I spotted a police cruiser parked nearby with the police person inside watching the action like I was Captain Kirk on Rescue 911. Running to the police vehicle, sooty and scorched, I asked in my best pleading voice if he had a fire extinguisher. Imagine...a police person without a fire extinguisher! He did however, offer to write me an accident report, which he completed with my help. As we watched what seemed to me to be the equivalent of the Chicago Fire, I wished we could roast weenies on my totally scorched and toasted Triumph.

Accident report complete, Sergeant Friday suddenly screamed away on what I assumed must be another call. It was then that I realized that I was 20 miles from home, with no car (this was BC—Before Cellular!) and not another soul in sight. (See, I told you I was short on foresight.)

An hour of waiting for some type of cavalry to arrive and watching the embers die, gave me time to reflect and really feel lousy that the Triumph was as crisp as a french fry. Having no other choice, I gathered up my retrieved firearms, laid them under a tree, and started walking. The nearest phone was a couple of miles away, and by the time my buddy picked me up and I went to get my pistols, they had disappeared.

Now where do you suppose they went?

Chaput Chatter...



Mike Chaput, Moss Sales Manager

About the time you receive this edition of *Moss Motoring* we will be coming upon our one year anniversary in our new facility. This move has made a major difference in many ways. Starting with a clean sheet of paper allows you to re-think everything you do from start to finish, as opposed to trying to improve on what may be an antiquated way of doing things. Most of these improvements are not transparent to the outside world. The end result however is better service.

An easy and quick example is our order processing. Prior to the move, we guaranteed that if you placed your order by 2:00 pm (your local time) we would ship your order the same day. Now we have that to 3:00 pm. So you may say to yourself, "big deal, what's

Much of what we have learned will now be applied to our New Jersey warehouse.

an hour?" If we were to stop there, not much. But down the road, what if you could call in your order at 6:00 pm, and then have it ship the same day? That's a major improvement! Simple minor changes in systems and layout, allow us to continually refine order processing. Much of what we have learned will now be applied to our New Jersey warehouse. Moss Motors operates a policy of continuous improvement, all the time.

Another not so obvious improvement is how your phone calls find their way here. We work very closely with AT&T to make sure that every time you call we have plenty of circuits available for it to complete your connection. Can

you remember calling recently and getting a busy signal or no answer? In fact 99% of the calls that come through are completed. Of course, my next challenge is to try and create a situation that allows you to contact us *anytime* and place an order, check stock, or inquire about order status.

Also why not check out our Web Site (www.mossmotors.com)? Sure, it has been a long time coming and by no means is it anywhere near complete, but this is another area where change and improvement will be a constant ongoing process. For those of you who cannot take advantage of our toll free 800 number, e-mailing us (mossmotors.com) is a no cost alternative. We are already receiving e-mail from many of our Web savvy customers. The Web being just another way we want to serve you.

...we have qualified people available to help. Not many companies in our field can claim that!

We have also recently made a strong investment in our Technical Services department. Now staffed by three very knowledgeable individuals, Terry Peddicord, R.B. Hart, and Harry Haigh. One of the cornerstones of our commitment to you is that when we supply you with a product, we are very familiar with that item. If you need help with installation, set up, or advice, we have qualified people available to help. Not many companies in our field can claim that!

The whole point of my writing this is to convey a philosophy that Moss Motors lives by. We do not accept the status quo and we will never rest on our laurels. We firmly believe that improvement and change for the better is a way of life, something that is embraced with eagerness and excitement as opposed to looking at change with fear and trepidation. We can't do it by ourselves, we need your comments and input. We want our customers to help us create the future of the company. If you have something you would like to contribute I urge you to send me a letter (or e-mail me). Obviously, we won't be able to implement all of your ideas immediately, but the group voice will certainly put us on the right track. Happy Holidays!



Bob Dunmore Photo

STAFF CAR UPDATE— Monterey Mover!

We told you in our last issue about a few of the British cars that our staff use everyday to get to the office. However, one car that rarely makes it to the Moss emporium is the 1959 Berkeley B95 of our Advertising and Marketing Associate, Jamie Pfeifer.

That's because it's usually too busy racing on circuits such as Laguna Seca Raceway where at the Monterey Historics, this year, Jamie, in his Royal Enfield powered little bullet qualified seventh in his class. However, (and you all know the feeling!) the starter motor jammed on the pre-grid.

After a quick fix, Jamie did get out for the real fun and finished the race a gallant eighteenth, but that turned out to be his lucky number as that position was awarded the winner trophy for the class!

Join the Moss Team!

Moss Motors is expanding, and has upcoming career opportunities for people with experience in the areas of sales, purchasing, and cataloging. Consider joining the Moss team and help us grow. Please send your resume and salary history to Art DeWolf, Personnel, 400 Rutherford Street, Goleta, California 93117.



The 1996 Moss Motoring Photo Contest

Once again we have been inundated with entries for our Annual Photo Contest! Even as you read this our team of experts are looking over the superb shots you've sent us with a view to choosing the finalists. These will be announced in the Spring issue of *Moss Motoring*. All who entered will be receiving a Moss gift certificate in the very near future.

Flying High at Flag is Up Farm!

The Fourth Annual Moss Motors British Car Festival



tors from the Festival who joined one of the many sight-seeing safaris to our home base.

Saturday saw much the same program followed with the exception of two really competitive events. The Rallye Santa Ynez, a time and distance navigational style 70 mile open road run, and the hard surface slalom held in downtown Buellton, which attracted over sixty entries. Needless to say the Mini-Coopers were outstanding in this event closely followed by the Lotus group!

Meanwhile back at the ranch, the kids (small and large!) were contesting the Pinewood Derby

races with an intensity usually seen in Formula One! However no youngster who entered went home disappointed as each was presented with a Boeing 747 (model!) courtesy of British Airways!

The day concluded with another great dinner at which the prizes and awards for the day's event were presented. The evening was rounded off by lots of entertainment and dancing to live music. (Why can't I get that darned *Macarena* thing out of my head?)

Once again, blessed by gorgeous Southern California weather, the Santa Ynez Valley saw its now annual invasion of fine British machinery heading to the beautiful 'Flag is Up Farms' of Monty and Pat Roberts for the Moss Motors British Car Festival.

From early in the week prior to the event, visitors had been spotted in the Santa Barbara and Solvang area driving a variety of British sports cars, motorhomes, and tent trailers obviously eagerly awaiting the first day of activities proper on that Thursday. This took the form of an "attitude adjustment" party hosted by Moss' Head Festival Honcho, Harry Haigh, at the Windmill Hotel in Buellton. Local wineries provided sufficient liquid refreshment and finger food to enable all attending to enjoy a really good night's sleep!

However, Friday morning was no time to sleep in as there were things to do—Lots of things to do!

After a hearty ranch breakfast attendees could choose from taking a hay ride around this thoroughbred racehorse training ranch, undertaking the non-stressful Wine Country Rally, or battling the grass funkhana in an adjacent meadow. The kids were taken care of while parents went shopping in the quaint Danish village of Solvang, traveling by Moss courtesy busses. The day ended with a Rally School to prepare for the next day's happening before a wild barbecue dinner complete with Karaoke and a mean Darts Tournament saw people leave early in the morning—to go to bed!

Throughout the four days of the Festival the Moss Motors Boutique, offering generous discounts, was always

...the Mini-Coopers were outstanding in this event closely followed by the Lotus group!

busy and for those who placed orders a virtual hourly service of parts delivery was provided from our Goleta Warehouse which also welcomed visi-



Jim Karlsen and Ellen Quinonez receive their free trip to England from Shannon Reed of British Airways.



Everyone was up bright and early on Sunday for this was Car Show Day. Some of the drivers were not exactly bright-eyed following the previous evening's happenings but they gave us a truly superb display of classic British cars. The winners of the 120 trophies awarded, truly deserved to be called Champions in their Class! A grand finale to the whole Festival was the drawing for two round trip tickets to London, England, generously donated by British Airways. Shannon Reed, the Southern California Accounts Manager of British Airways, plunged his hand into the drum and drew the names of Jim Karlsen and Ellen Quinonez from Oxnard as the lucky winners!

So ended the fourth annual Moss Festival, we look forward to seeing all those who attended come back next year plus those who missed it this time. A well-known automotive writer said, "Everyone should attend this great gathering at least once in their British car lives—before it's too late!" We also would like to extend our grateful thanks to our sponsors especially British Airways, Castrol, GTE Mobilnet, Lucas, Armor-All, Mintex, the Wineries of the Santa Ynez Valley and many others. Also a big hand to all who volunteered to assist with the mammoth operation of running a show like this. Your help was invaluable!

How about doing it all again in 1997? It's the bargain vacation of the year—watch for details in *Moss Motoring!*



Long Distance Award Winners



Invaluable sponsors!

MOSS MOTORS/BRITISH AIRWAYS:

One provides excellent service with parts for your British motor car.

The other provides excellent British service to all parts of the world.



BRITISH AIRWAYS

Funny Sprites

John Sprinzel



When the little Bugeye first came out in 1958, it was certainly regarded as a funny sort of car. Those after-thought headlights, stuck up on top of the bonnet/hood because BMC couldn't (or wouldn't) spend the extra money on the designed retractable lights, did give a slightly unreal look to a car with quite a good pedigree. The Austin A35 and Morris Minor sedans on which the Sprite was based, had been quite successful in many forms of motorsport, and indeed dominated their class on the race tracks. Obviously then, the Sprite was going to be used for competition, and one of the first bits of "tuning" was to be the jokey front end. Ashley, Peasmarsh, and my own company, Speedwell, were all quick off the mark with lightweight replacement "bonnets". Nowadays, the purists who own Bugeyes, are quite right to use the original front ends, but in those days both the weight and the looks persuaded many Sprite owners to seek an alternative. Frank Costin, the well-known aerodynamicist of Vanwall, Lotus, and Marcos fame (who, sadly, died just a short time ago) designed a streamlined front for the Speedwell, and later added a fixed-head coupe top for the first "special bodied" version, to be sold as the Speedwell GT. One of the first

customers was the actor Peter Sellers, and they don't come much funnier than that! My fellow directors Graham Hill (Damon Hill's World Champion father) and George Hulbert took the prototype, together with a fully streamlined version to the new Jabbeke Motorway in Belgium, and captured a number of world speed records for the class, exceeding 130 mph on some runs, which really showed the potential of the little Sprite.

...exceeding 130 mph on some runs, which really showed the potential of the little Sprite.

The Donald Healey Motor Company themselves also produced several versions with different bodywork. One was even an open-bodied car which I raced at Sebring in 1960, and which also took another class win in that year's Le Mans race, driven by Johnny Colgate and John Dalton. None of these special Healeys were ever built for commercial sale, but not long after-

The first modified bonnet (not just the impromptu mods, but the bulge for the carbs)!

wards I started a new company of my own. We produced the Sebring Sprite, with an attractive body built by Williams and Pritchard, and several of these were sold to race and rally enthusiasts. One of them, Healey dealer by the name of Douglas Wilson Spratt, competed successfully in events in the UK and also International rallies including the Monte Carlo Rally. He then redesigned this car with a Ferrari-like shape and marketed several as the WSM. At about this time, a North London dealership owned by John Britton produced another version. His Arkley did not use the Sprite platform, as did the other variations, so was not actually recognized as a production model by the authorities, and did not qualify for International competition. While preparing the official competition model at The Cape Factory in Warwick, Geoffrey Healey and I worked out a specification with a 997cc engine, a wider track with disc brakes at the front, and larger 8" drums at the rear. All sorts of optional extras were included on this official production listing, a

(please see page 26)

Waiting to Exhale!

Paul Huck Jr.

Driving one of the older cars within our club, I don't claim to be typical in my experiences of driving a British sports car. However, as I began to clean up the TC for an upcoming British Car gathering, I carried a portable radio out to the driveway to listen to while I worked on washing and cleaning the car. Then a thought occurred to me. In almost any other car, I could simply have turned on the car radio! This then led me to wonder further just how many cars in our club even have a radio? In the TC the radio would serve little purpose, as the wind noise with the top down would make hearing any musical strains almost impossible. I would think that would be the same with most of "our" cars with the top down, windscreen folded flat for 'wind in the face' motoring. Most of our cars are loud and not lockable to prevent a radio from theft. But there is another reason we don't have radios: We love the sound of the car!

I say 'love', but some of the love is apprehension. When we drive a British sports car, we live in 'fear' that something will break. This event is usually signaled by something making a noise, or series of noises prior to the break. Road tests of the latest supercars are filled with descriptions of those wonderful whirring sounds, of the gearbox winding up, of a ripping exhaust note, etc. I maintain the we British drivers have become so "tuned" to our cars that we know most of the sounds and feelings associated with everyday driving.

I can 'sense' something wrong early on when driving the TC. I keep my ear tuned to catch the first abnormal sound or indication of trouble. In driving with this 'fear', I have come to listen to my car talking to me as I drive. We normally experience squeaks, groans, rattles clanks, and the normal sounds of a raspy exhaust note or gearbox protesting as we downshift for a corner, or to brake.

Modern cars have diagnostic computers that give us electronic warnings of failures. My BMW tells me via the lighted message 'tail light' when a bulb burns out or the coolant is low. Not so with an older British car. We must be attuned to our cars, listening to what they are telling us (and, no, I can't "hear" a bulb burn out on the TC!). And tell us they do. Just the sheer joy of hear-

ing everything running right, of the engine 'on song', running in the sweet spot of the rev range where the engine generates most power, is music to most of our ears.

Then I must scan my gauges, watching for that temperature to creep upwards, the oil pressure that drops as I idle, then picks back up on a downshift, or when the engine is revved. Also I

When we drive a British sports car, we live in 'fear' that something will break.

note the associated sighs, clicks, thumps and other sounds the car makes in normal driving. The groan it makes as the suspension eases over a speed bump in the parking lot, or the zippy snarl as I shift up in the 'sweet spot'. All these sounds add to the enjoyment of driving.

There is something about driving the TC that reminds me of Snoopy taking his trusty Sopwith Camel up against

becomes a friend, no longer an inanimate object, one that we can sometimes talk to (come on, we all do, you can admit it here!). With the personality often comes a name. Does your Dodge or Pontiac have a name? Does your British car? Hmmmm!

While some cars are just transportation, a means of relocating our bodies from one place to another, British sports cars seem to be a means unto themselves, driven just for the joy of getting there. In the '50s drivers would often toot the horn, or give each other a 'thumbs up' as they passed on the roads, as meeting another British sports car was an event. With the demise of production, this once again has become the norm. When you pass a Healey, TR or an MG, usually a wave or beep of the horn is used as a mutual greeting sign, of respect and friendship.

One of the main reasons for joining a British car club is to extend this fellowship, to share with other 'car nuts' the experiences, joys and frustrations of owning and driving such an unreliable, moaning and groaning piece of automotive history. Some will drive daily, some occasionally, some will someday



the Red Baron. Will the thing fly today? Perhaps this indicates part of the adventure we experience, in driving our cars. When you get into your older sports car, do you ever worry that it will complete the journey? I suspect almost every time! When you get in your Chevy, Ford or Toyota, do you ever doubt that it won't? I would think not very often. This 'unreliability' factor is part of the adventure and, part of the need to do without a radio just to listen to the car.

The British manufacturers seemed to presume that car owners just love to fiddle, or tinker with their cars. Therefore the cars were designed to require constant adjustments, tinkering and fiddling. This brings us closer to the car and endears it to us. It becomes like a pet, or a child with a personality. It

(as soon as they get the whatsit fixed again!). With all their foibles, British sports cars all have one thing in common. They are simply FUN to drive! Marque rivalries aside, under the skin they are pretty similar. And they have personalities and names, and they talk to us. But have you ever wondered what they say to each other at night, after we go to bed, when they are left in the garage alone together, or at a meeting? Should we set up a tape recorder in the parking lot or garage, to see what they do say to each other? If the whales and porpoises talk to each other surely our cars could be caught on tape also? We know they talk to us, so it stands to reason they would talk to each other when we're not around! Hmmmmmm!

The Long-Term Future of Our Cars

By Ed Gaubert



Have you ever given any thought to the long term future of our hobby and our British cars? Today's teenagers and young children are tomorrow's classic car enthusiasts and in their middle years, they will have the disposable income and time to restore and preserve the cars which will become tomorrow's classics.

At one time, it was natural to assume that many of our youth would become interested in automobiles, and that some proportion of them would purchase a used British sports car as their first car, thus spawning an interest which would lead them to later collect and restore these cars.

That is no longer true, however. First there are many more pressures which no longer make it "cool" to mess around with cars. Secondly, the cars our kids are getting for a 'first' car are too complicated to work on themselves, thus limiting the ability to tinker. Instead, they are limited to adding big stereo boomboxes, tinted glass, and low profile tires. Lastly, production of British sports cars ceased around the time today's high school senior was born. How can they lust after something that they know nothing about?

Many club members who I have spoken to over the years tell me that their interest in these cars goes back to adolescence when they obtained their first car. If that trend continues with the next generation, our Triumphs and MGs will be second-class citizens when compared to Jeep Wranglers with big stereos and Toyotas with neon under-frame lighting!

Even being around us and our interest is no guarantee. My own daughter was appalled when I offered her a pristine 1976 MGB Roadster when she turned seventeen. As I recall, the

My own daughter was appalled when I offered her a pristine 1976 MGB Roadster when she turned seventeen.

response was something like, "No Way! That thing only holds two people, counting me! I have to give rides to lots of people! Why can't you get me a Mustang?" It's probably a safe bet that she will contest my will if I leave her my MGs!

Perhaps the younger children are the ones who will develop an interest in our cars if we give them a chance. I saw a guy at Britfest this year with his two young sons (around seven years old) pointing out the strong and weak points of each TR6 as compared to "our" car. As I admired the engine bay of one TR6 with non-original wing mirrors, I heard one of the boys say, "Hey Dad, he got those mirrors from a TR3, didn't he?" I also have a young neighbor who stops by once in a while and asks me questions while I work on my MGA. The last time he stopped, he had a little buddy with him. He proudly took his friend into my garage and repeated everything I had told him about the cars and the pictures inside.

Maybe by involving your younger children with your car and appropriate car events, they will develop an appreciation of "our" cars and will preserve and use them as we ourselves grow older.

(Ed is treasurer of the British Motor Club of Southern New Jersey.)

(Editor's note—All is not lost Ed! However, stories of the teenagers who spurned the offer of the British sports car from Dad, are legion—that's how I got my 1962 MGB! On a brighter note. One day this year we were invited to take the Mossmobile to school! Indian Village School in Kansas City, to be exact, where Mrs. Slocombe and Mr. Day the sixth grade teachers thought that an interesting lesson might be delivered to their pupils by this couple with the funny accents and a big British flag on the side of their mobile "house"! I must say, I was somewhat apprehensive at first but the kids were great. Took a great interest in what we did, knew what MGs and Jaguars were, and maybe one day they'll get their own British sports car!)



Little Wooden Wonders!

A PRIMER ON PINEWOOD DERBY RACING

By Ron Davies



Recently we received a letter in the office from somewhere out in the Middle East. In it the writer said that due to utter boredom, they had purchased some Pinewood Derby model kits (#231-290) from Moss Motors but then having received them, had no idea how to run them under competition rules! This is one of many requests we get for such information so we turned to our "guru" of such activities, Ron Davies of the Austin-Healey Association of Southern California.

Pinewood Derby cars are much simpler to organize than say, bulky valve cover racers, don't take as much room, and a car can literally be assembled from scratch in a few minutes. So, for the benefit of the growing numbers of racers out there—here's Ron:

Our club started running Pinewood Derbies some seven years ago during our California Healey Week and it was my wife, Sandy, who actually came up with the idea. We were looking for something different to try so that our events were not just the same old "been there, done that" thing. From the start, the idea was a huge success. We had



even had an Oscar Meyer Weinermobile car! The whole idea is to have fun. Both kids and bigger kids can compete on an equal basis but there needs to be some standards for the cars so we use the Boy Scouts of America standards as to weight, length, wheelbase and ground clearance. This happened because we were using a standard Boy Scout track prior to Moss Motors building a similar track for the clubs to use where possible.

Some kits will say 6 oz. for the weight while others will say 5 oz. is the max. We don't always weigh the cars, but when we do, we use six ounces. However, you can always add weight, and that's our choice to keep it simple and fun. You must choose for your group whether you want to be technical or not. Physical specifications include a minimum 1³/₄" width between the wheels, (the track has a lane strip that the car rides over) and an overall width of 2³/₄" plus an overall length not to exceed 7". No washers, bushings or wheel bearings are allowed. We begin by recording the entrant's name, number and race group on a sepa-

rate list, and if you're going to weigh the cars, now's the time to do it. After tech inspection we then label the cars with a stick-on number—the numbers that come with blank video tapes are ideal! The cars don't get a number until the car is 'legal' and do be careful not to

One year we even had an Oscar Meyer Weinermobile car!

damage paint jobs affixing the numbers. On a table, close to the start, we then place the cars in the order they will run and this is our starting grid. Once the car has been weighed and accepted by the judges, the car is then handled by the Racemaster only.



I was once a bar room athlete and learned how to run dart, pool and foosball tournaments. We always used the *double elimination* format. In order to keep track of whom competes against whom, a chart is used as a kind of road map of the event. This chart not only lets the starter know who races, but where to put the winner and loser for fairer competition. The losers will criss-cross on the chart so that they can't lose to the same car twice, before the end. Blank charts should be made up before the event for 4, 8, 16, and 32 entries. Only certain size charts will work for double elimination and we find that a sixteen entry chart usually works for us. We divide the race groups into "Looks like a Healey" and "Others".

Next, you need to decide a running order. If I have a full grid, I run them in the order the entrants signed

(please see page 18)



Photo: Ken Korotkin

in. If you don't have a full grid you MUST fill in the empty spots with "byes". If you don't the chart will not work! A "bye" is a free win and the fairest way to decide who gets the "byes" is to put car numbers into a hat with the number of "byes" that you need, in order to fill out the grid. Then draw them to establish race order. This way the "byes" will go through the chart just like a normal entry.

Now, you're ready to go racing! You will need someone at the end of the track to announce the winner and also someone to bring the cars back to the starter's table. We let the individual car owners place their own car on the track and then have a race "Starter" release the cars. (Kids love to do this!) We change starters several times during the event to give more kids a chance to be the 'main man'! You just follow the chart from top to bottom for each heat and the losers on the winning side have a designated position to go to on the losing side. Follow the chart and you won't get lost or in trouble.

After you establish the winner on the 'winners' side and the survivor on the 'losers' side it's time for the finals. They race each other to see who is first and second, but remember, the winner of the winners side hasn't lost yet and must lose twice to be beaten!

There are some special rules we use but remember—Keep it simple! You're trying to have fun. By the way, if there's a tied race, we swap lanes and run them again. If a car jumps off the track we give them one re-run and if it falls off again they're out of there!

That's Pinewood racing—Have a great time!

(If you would like a free grid chart write to us at 440 Rutherford Street, Goleta, California 93117.—Ed.)

One Thing Leads to Another

By Mike Jacobsen

Some days it just doesn't pay to try to take care of your car...

Last Saturday I had a bunch of errands to run with the farthest being fifty miles away. Before I left I thought I should check the MGA's transmission oil level, since the transmission had been leaking. So I went through the usual drill: pull the car into the garage, crawl into the footwell, extract the dipstick. Sure enough, it was down to the "low" mark. Back out of the car and get the oil bottle with the piece of plastic tubing on its nozzle so it can reach the filler hole. Back into the car, guide the tube into the transmission. Squeeze the bottle for what seems like long enough. Pull the bottle back. Oh-oh! Where's the tube?

I crawled out and looked under the car. No tubing, but I found all the oil! Back into the car to roll it out of the garage and onto the sidewalk so I can clean up the oil. Besides being slimy, gear oil also smells bad! (Yes—I know it's the wrong type for the transmission.) I finally got the oil cleaned up (Spray-N-Wash is a wonderful concrete cleaner) and crawled back into the car to retrieve the tube.

Good luck! I could see it down in the transmission case, but no matter what I tried, I just didn't have enough room in the footwell for a flashlight, an eyeball, and a piece of wire to fish the tubing out with. But I could tell that if the tunnel was out of the way, I'd have enough room to work. Fine, then, I'll take out the tunnel! After all I'd taken it out once a short while ago, so it couldn't be rusted in yet.

You know, it is interesting how the human mind forgets pain and difficulty. None of the floorboard screws had rusted up, true, but removing the carpets, seats, shift lever, floorboards and tunnel was a much more involved process than the one I remembered

from only three months ago! Anyway, once the tunnel was out I had plenty of room to work, and had extracted the tube in no time.

Now I had a workable transmission again, but no interior around it. Well, before I put the floor back in, I really ought to change the exhaust

You know, it is interesting how the human mind forgets pain and difficulty

manifold/pipe doughnut, because it needs it. I have a new one and it's sure easier to get to with the toeboards out of the way. *And* while I'm doing that I ought to go ahead and finally make a strap to fit between the pipe and the bellhousing, so the pipe won't shake so much and eat up the doughnut once again. *And* now that I have the pipe out, I see there is a hole in the muffler I should patch. *And* if I'm going to fix the exhaust system, I really ought to pull off the carbs and make some brackets to hold the heat shield together, since it is almost cracked in two. *And* since I noticed an unpainted ring around the driveshaft where the seatbelt brackets bolt to the tunnel, I should saw off the ends of the bolts so they won't buzz the driveshaft when the axle gets crazy. *And* while I've got the seats and boards out, I ought to install the new seat frames I have. *And* of course I should replace the cover gaskets where the transmission has been leaking which is where this whole thing started anyway!

I ended up doing all of those things, but it was dark when I finished, so none of the errands were taken care of. I'll just have to do them next Saturday. But I will NOT be checking the transmission oil!



I DIDN'T KNOW HUMANS STORED THEIR NUTS FOR THE WINTER.

Around the World in a Morris Minor!

by Joss Browning

Englishman, Joss Browning and his companion Lidia, are in the latter stages of a six year journey around the world in a Morris Minor! In the last issue of Moss Motoring we left Joss and Lidia camped out on a cattle ranch in Guatemala, and he continues his story...

We stayed at the farm for a couple of days, beneath an enormous tree from which fell an intermittent rain of 'conacastes'. These are brown, round, flat fruits, about four inches in diameter which landed on the tent in the dead of night, startling us. Also we were attacked by giant mangoes which bounced off the bonnet of the Morris without causing any real damage. The conacastes formed a thick, gently rotting carpet, resulting in a fine, mature compost smell to our abode! We gathered that they are a favorite food of sheep, but we were parked on a cattle ranch and a strictly high class one at that! According to Alejandro, and the sticker that is now proudly affixed to the Minor, it has more prizes for its stock than any other ranch in Central America!

Here, we also found out why cashew nuts are so expensive. We'd had these pointed out to us by a friend who farmed in Nicaragua (where for fun he also grew loofahs!) or we would never have recognized them. The nut, one only, you find hanging beneath a yellow, or orange fruit called a 'maroon'. This is shaped like a small pear, but with the texture of a soft green pepper. This fruit is used to make a tasty juice but they must do something to it to make it palatable. I bit into one that looked good and ripe and spat it straight out as it was so acidic that it raised a blister on my lips! The cashew nuts themselves are in a stiff, sticky coating, which needs careful roasting to obtain a mouth-friendly product. This is done outdoors as the smell is foul!

...we were attacked by giant mangoes...

The other old Morris Minor we had seen as we entered the ranch, had already been well stripped, however, with Alejandro's permission, I fired up my trusty Coleman-type gasoline stove, and heated up the rusting nuts and bolts to eventually obtain a fair set of steering parts, (since fitted) to replace the wobbly trunnions for which Morris Minors are infamous. The stove, bought as we traveled through India, claims, according to the stamping on the tank to be a "Sony"! It is brilliant and, like

our car radio, produces lots of heat, but no music at all. Incidentally with the latter, I am wondering if I substitute bread for a cassette, will I get a reasonable piece of toast?

The next day, I added the rear bump-stops to the haul we had taken off the old abandoned Minor. We had called in at a public scale in Honduras, and the car, fully loaded, clocked up 3440 lbs! Any help we could get for the valiant rear springs, was more than welcome!

We also had fun in the 'lavadero,' or wash house. This was equipped with a fine cast-concrete contraption—two sloping ribbed sinks for scrubbing clothes, and large reservoir of fresh water in between, plus lots of bowls for slopping the water around. With soap, a brush and a certain amount of elbow grease, you can do a better job on work-stained jeans and grimy collars than any washing machine. None of the houses that we've visited so far in the US have anything even approaching this facility!



Down on the farm!

Many times in the Central American countryside, we've stopped at a luxuriously tepid river, chosen the flattest available boulder, and spent an industrious hour or so doing the laundry. The local women were always amazed at seeing a gringo washing his own clothes, and in a river! This soon changes to amusement, as when your clothes are drying on the bushes, or the bank, next to theirs, you down tools, lean backwards, and float off for a swim!

That weekend, we also had a three-hour struggle with the seriously stone-age telephone system, in a failed attempt to find contacts at which to stay in Guatemala City. We also took a major shopping trip—for ten grocery items to feed us for two days, \$3.19! We normally cook all our own food and eat out maybe once a month.

After three months in the United States, we're not at all sure that we are in a better place! On entering the US via El Paso and Interstate 10, the change was radical. There were only cars. Big fast shiny cars, cars with windows shut, cars with windows dark, and NO people! No people visible in the cars, no



Joss (R) and Lidia (center).

people at the side of the road neither walking, selling, living, getting on or off buses, nor going to school. Just machines! The very first place we came to, a New Mexico Tourist Rest Area, was closed. No people, but the telephones and the toilets were open. The toilets had no taps, no chains or levers, all was controlled by electric eyes, very spooky!

The US telephones, at the other extreme to those in Guatemala, were also a disaster—no operators, only answering machines, talking to other answering machines.

"If you want to speak to an operator, or need help to get out of your voice mail, press the pound sign," the voice said.

Now I'm English, and I know there's nothing on any telephone that looks like a pound sign. Maybe they mean the sign that looks as if you should press it if you want to play tic-tac-toe? We did finally find some helpful operators, apart from one in Nevada.

"What long distance carrier do you want to use?"

"Can I use my Visa card to call San Francisco?"

"What long distance carrier do you want to use?"

"I've no idea, I just want to call San Francisco."

"What long distance carrier do you want to use?"

"I'm a tourist. I don't know any long distance carriers. I thought you would be able to..."

"I cannot dial out of state, what long distance carrier do you want to use?"

"U-Haul, is the only one we've seen so far, why don't..." Click! Silence...Guatemala, all is forgiven!

Since then of course, we have met some real people here in the USA and as in all the countries of the Americas, many of them have been really friendly. Help has sometimes come from the most unexpected places. As we've still a long way to go before this little Morris Minor gets home to England again, let's hope this trend continues!

Triumph Over Tragedy

When my latest issue of *Moss Motoring* arrived saying it could be my last, I decided it was time for action! Since my present income does not allow any work on my 1965 MGB roadster (with overdrive and five hardly-used wire wheels; check your records!). I figured a literary contribution might keep me on the mailing list for a while longer until the house is off my back and the 'B is back on the road!

...life looked as though it could actually be improving. This, as we all know, is an invitation for disaster!

It was July of 1976, and a personal independence celebration as I crossed the state line into Texas on Highway 84, with New Mexico and a divorce behind me, an old Air Force buddy 500 miles ahead, and my luggage and guitar in a 1964 TR4. The sun was low, the top was down and life looked as though it could actually be improving. This, as we all know, is an invitation for disaster!

On cue the "tink", the rattle and the cessation of life under the bonnet occurred simultaneously and, snapping out of my Pollyanic stupor, I pulled onto the shoulder. Bonnet up, I began checking out the ignition system since the engine died instantly and, upon removing the distributor cap, I discovered my rotor had thrown its brass contact ("tink") which along with the separated rivet, bounced down to the bottom of the distributor housing ("rattle!") and left me on the side of the road with Lucas, the Prince of Darkness and Isolation, laughing over my shoulder!

While removing the breaker plate to retrieve my precious piece of brass, a retired couple in a Winnebago "land yacht" pulled up to my stern to offer assistance. The old man and I looked in my hand at the contact, broken rivet and plastic rotor with the hollow brass rivet half still in place. "Y'know," he said, "if you had a self-tapping screw you could probably hold that thing on there 'til you got to a parts store!" Unfortunately I had

no self-tapping screws, it was Saturday, the sun was setting quickly and we were two miles south of Nowhere, Texas!

Hmmmmmm...a *small* screw...the kind that holds the case of my clock radio together? Inspiration! Action! Now I had a small diameter screw but it was an inch and a quarter long! So close—yet so far away! "Got any nippers in your tool box?" I asked my Samaritan. He had a pair of diagonal cutters that brought the screw down to usable length and, with a little bit of care, a bit of muscle, and Mrs. Winnebago's cheerleading we had the rotor looking close to factory.

Now the scary part—rotor in, cap fastened, key on, and...A roar from the 4, a cheer from the three of us, and lots of hugs and thanks as I got out of the car (Leaving the engine running—I'm no fool!). We wished each other luck but they insisted on following me as long as our routes permitted and we parted ways around ten that night with a round of honking horns and flashing lights.

...left me on the side of the road with Lucas, the Prince of Darkness and Isolation, laughing over my shoulder!

The repair held all the way to San Antonio plus a couple of days until I got settled and found the local parts house. I still have the rotor. It's good to hold and admire it when I need a spiritual jump start or need reminding that some situations only *seem* impossible!

—Lief Hall Carlberg, Adkins, Texas

(Our implication to some readers that this might be their last issue of Moss Motoring brought in one of the biggest postbags we've ever had! Hey Lief, all you had to do was call our 800 number and say, "Keep me on!" It's obvious that you all like the publication very much, and we thank you for your messages. However, in return for your nice turn of phrase and courtesy Lief, a gift certificate is winging its way to you.—Ed.)



How Cold Is It?

An Annotated Thermometer by Don Haugen

60°...Californians put on sweaters (if they can find one in their wardrobe!).
50°...Miami residents turn on the heat.
40°...You can see your breath. Californians shiver uncontrollably. Minnesotans go swimming.
35°...Italian cars don't start.
32°...Water freezes.
30°...You plan your vacation to Australia. Minnesotans put on t-shirts. Politicians begin to worry about the homeless. English cars don't start.
25°...Boston water freezes. Californians weep pitifully. Minnesotans eat ice cream. Canadians go swimming.
20°...You can hear your breath. Politicians begin to talk about the homeless. New York City water freezes. Miami residents plan vacation further south.
15°...French cars don't start. You plan a vacation in Mexico. Your cat insists on sleeping in bed with you.
10°...Too cold to ski. You need jumper cables to get the car going.
5°...You plan your vacation in Houston. American cars don't start.
0°...Alaskans put on t-shirts. Too cold to skate.
-10°...German cars don't start. Eyes freeze shut when you blink.
-15°...You can cut your breath and use it to build an igloo. Arkansans stick tongue on metal objects. Miami residents cease to exist.
-20°...Cat insists on sleeping in your pajamas with you. Politicians actually do something about the homeless. Minnesotans shovel snow off roof. Japanese cars don't start.
-25°...Too cold to think. You need jumper cables to get the driver going.
-30°...You plan a two-week hot bath. The mighty Monongahela freezes. Swedish cars don't start.
-40°...Californians disappear. Minnesotans button top button. Canadians put on sweaters. Your car helps you plan your trip south.
-50°...Congressional hot air freezes. Alaskans close the bathroom window.
-80°...Hell freezes over. Polar bears move south.
-90°...Lawyers put their hands in their own pockets.

—Pensacola A-Healey Club



Thoughts on an Engine Rebuild

Art Pfenninger

If you hold onto your old car long enough you will probably be faced with making a decision on rebuilding the engine. Should you buy an exchange unit, have yours rebuilt, or do it yourself? In order to make the decision to buy an exchange unit versus rebuilding your own, you need to consider all the costs involved, including shipping.

The key to making an informed decision is to undertake your own assessment of the condition of your engine, or have it done for you. This can be done fairly reasonably at a local machine shop, as long as the engine has been disassembled. Keep in mind the machine shop will have a self-interest in doing the machine work deemed necessary.

To compare the cost of rebuilding your engine with that of an exchange unit, start by making a list of all the major parts you will need. When making a comparison be sure to compare apples to apples. In your figures did you add the price for a new crankshaft? Do you really need a new crankshaft at considerable cost, or can yours be reground with possibly some metal added? Chances are that the exchange unit will go the cheaper route using the reground crank. Likewise with connecting rods, camshaft, etc. In all likelihood if an item can be remanufactured, the builder will choose to put in the remanufactured part instead of a new one.

With exchange units one item to be aware of is the phrase "closely inspected parts" in the fine print. What this means is that visually the part looks good, so it's reused. I'm not implying that there is anything wrong with this practice but remember, you get what you pay for.

Be sure when comparing your price to do the job against theirs, that you are comparing apples to apples. In other words what new parts are you considering putting into the engine compared to the remanufactured or 'closely inspected' parts they will use? If you decide to go the route of rebuilding your own engine, the following tips may be of use to you. Although some specific steps mentioned are unique to the MGA engine, the basic process is applicable to any job. I feel that anyone with an average mechanical aptitude would be capable of tackling an engine rebuild and I also think you'll be amazed at how simple the job really is!

The first thing I recommend is to either visit the library or get the book for your car. You will find that different books will list the same basic steps but each will offer tips to make the job go easier. For example loosen the dog nut (the nut at the end of the crankshaft) before removing the engine. If you try to loosen it after the engine is out you will have to jam the flywheel with a screwdriver to stop the crank from turning.

Before a single bolt is removed be sure you have on hand:

- 1) A small box of Ziploc lunch bags.
- 2) A pencil, not a pen, since your hands will be greasy.
- 3) Some small pieces of paper in addition to a large sheet.

These items will be necessary to label and bag the parts once they have been removed, as well as to make notes on what is needed. Everything goes in a bag, engine mount bolts, manifold studs...everything. You'll be surprised how similar some of the parts look, especially the nuts and bolts. In fact, many of the nuts and bolts are the same, some parts however, are held on with a variety of lengths as well as a combination of sizes. The front and rear plates are a good example. An easy way to keep these bolts in order is to put a number with pencil right next to the bolt, directly on the plate. Then after making a series of holes in a stiff piece of cardboard put a corresponding number below each hole. Each bolt that gets removed gets put into the hole in the cardboard. This will leave no question as to where the bolt goes when assembly time comes.

As you are disassembling the engine, keep track of what may be missing or incorrect and the best way to do this is to refer to your Moss Motors catalog. Given

Given the effort required to pull the engine, unless your clutch is like new—replace it!

the age of these engines you'll probably find bolts and washers missing, possibly substitutions made, for instance, the use of lock washers instead of lock tabs. Examine the nuts and bolts carefully. There is nothing more frustrating than to find upon assembly that a wrong nut (probably metric) was forced on a bolt, rendering the bolt useless.

After everything is bagged you should make an inventory of all the different sizes (there are actually only a few) and at the very least you should replace all the lock washers. Since most of the nuts, bolts and washers are standard hardware items you shouldn't have any problem with them. Just be sure you don't buy metric and that you get grade 8. The cylinder head nuts and studs are specialty items so plan ahead with these. Likewise the bolts, (not the nuts) which hold the flywheel are special, so check them carefully. When you order your parts be sure to include a clutch alignment tool as even if you're not replacing the clutch it will still be necessary to

remove and reinstall the original. Given the effort required to pull the engine, unless your clutch is like new—replace it!

Before removing the pistons be sure to make a note of which way is 'front'. None of the books I have clearly explain how to determine the front. Phrases such as "the thrust side of the engine" are often used. If the pistons aren't marked, simply note on paper, which side of the connecting rod the bolts are, using the camshaft as a reference. If you do make a mistake you'll find that you can't rotate the crank, so simply reverse the rods. Leave the camshaft bearings alone unless they absolutely need replacing. Unless you have purchased precision bearings you'll be looking at a \$200 job to have the bearings installed and then line bored.

When assembling the engine, photocopy the parts manual you'll need. This will save getting grease and oil on your good copy. It's also a good idea to write the steps down in a 1, 2, 3 order. By going over the books the night before and writing this list, you'll be less likely to forget an important step such as putting the sealant on the rear main bearing shell or putting in the cork seal before putting the rear plate on!

Another thing that helps is to write down the torque requirements and hang them on the wall for easy reference. And while speaking of torque—more is NOT better! It's easy to break a bolt or strip a nut by tightening it too much. If you happen to strip the bolts that hold the flywheel be prepared to dismantle the whole crankshaft assembly and wait for another parts shipment. An option, though by no means ideal, is to use a 3/8 24 NF tap and re-thread the bolts.

Once the engine has been installed be sure that it is correctly grounded. If you find that the starter turns slowly, or that small wires such as the throttle cable are getting hot, that's a sure sign to check the ground. It may be as simple as moving the ground wire to another bolt on the engine mount, assuming that's the grounding point.

The question that goes through everyone's mind is how long will it take? For the MGA engine figure about five hours to pull the engine, another five hours to disassemble it and about twelve hours to put it back together again. This, of course, will stretch out to about three weeks in real time, given the fact that machine shop work may be needed and parts ordered from your friendly supplier, possibly two or three times!

So the best of luck and remember, you don't have to be a brain surgeon to work on one of these engines, but you do have to be careful.

Have you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in *Moss Motoring* you'll be eligible for a \$35.00 Moss Motors Gift Certificate! Send your ideas to Technical Editor, *Moss Motoring*, 440 Rutherford Street, Goleta, California, 93117.

TR6 LIGHTING SWITCH REVISITED

In the Fall issue of *Moss Motoring*, there is a safety problem with the TR6 tip you published on the lighting switch. The tip said remove the POSITIVE cable before beginning work on the car. However in a car with NEGATIVE ground or earth the NEGATIVE cable should be disconnected.

The reason for this is that if you take off the positive cable first and should touch between the cable and any part of the car with say, a wrench, it will make a complete connection and ARC!

However, if you take off the negative cable and happen to touch the body it is only ground to ground. It should be noted that this would be the opposite for an older POSITIVE earth vehicle.

—Arnie Taub, Bellevue, WA

(We received several letters pointing out this problem—thanks!—Ed.)

CUT-OFF SWITCH TIP

When restoration of my 1970 MGB was complete, I received many comments and admiring glances from my friends. The trouble is, I also got them from strangers—including some whose home decor probably included steel paneling!

Buying a false alarm system didn't seem to be the answer, and the baddies didn't seem to mind sawing through the steering wheel if they found a Club installed. My choice was to purchase a battery cut-off switch.

The problem was that my beautiful 'B wasn't pure, but had a few modern touches added. My clock/cassette stereo would get amnesia every time I used the switch, losing station presets and time of day.

The solution proved to be wiring a fuse holder from the negative terminal to the body and inserting a 1/4 amp fuse. This allows the light to come on when the door is opened, keeps the stereo's memory intact, yet will blow under a heavier load, such as the starter.

Now I feel that my MGB will sleep in its own garage every night, and between the two of us we can continue to keep Moss Motors happy and prosperous!

—Dan Robinson, Pacifica, CA

CRACKED DASHBOARD VINYL

Did you ever get a small crack in the vinyl on your dashboard? I don't mean on the top where everyone can see it. These are best repaired with a Moss Motors Dash Coverlay. No, I mean on the front of the dash.

Small cracks can easily be repaired in the following manner:

First Day: With a small brush or toothpick that is split at the ends like an old quill pen, fill the cracks with 'yellow' glue,—a waterproof type like Elmer's or Tite-Bond II carpenter's glue. Wipe off any excess and clamp with a small piece of wood held in position with duct tape. The wood is necessary to apply pressure to the edges of the crack to assist bonding.

Second Day: Allow some glue to thicken up in a bottle cap until very thick and then use it to re-fill the cracks over and over again until flush with the surface. When completely dry gently sand with 1500 grit sandpaper. Then apply a first coat of satin black enamel with a dabbing motion, rather than strokes.

When dry, apply a second coat and as it is tacking up, dab at it with a piece of Scotchbrite or coarse steel wool to produce a textured look. When dry, rub lightly with 0000 steel wool and Armor-All to match.

You personally will always know where the crack was, but if done with care it is almost impossible to detect. Also it prevents the crack from getting worse.

By the way, for those of you with black rubber bumpered cars or pitted rubber overrider inserts, these can be first filled with a "Bondo"-type filler. After filling and sanding the bumpers, clean as per the dashboard repair above and spray with one or two coats of "Flat Black" spray paint. Leave to dry overnight and lightly rub with 0000 steel wool. Voila!—New Bumpers!

—Joe Baba, Fresno, CA

MORE ON STUCK CLUTCHES

Professor Koval's article on the seized clutch syndrome (*Moss Motoring Summer, 1996* issue) brought back horrible memories of the experience I had with my 1973 Jensen-Healey (with Sunbeam transmission and clutch).

One April, of a forgotten year, I found the clutch disc was locked up after being in storage and the vehicle not being used since the previous November. Luckily the Professor's first method, the application of the brake, was sufficient to break up the marriage between the fly-wheel/pressure plate and the clutch disc.

Not wanting to be the individual responsible for the break-up of a marriage, I began to look for a preventative solution. After some thought, I constructed what is called a "Clutch Anti-Lockup Tool". The cost is minimal; about \$1.00 if new parts are used. The tool is simply a piece of wood (in my case a 3" furring strip) that is of sufficient length to place between the clutch pedal and the steering wheel so that it will keep the pedal fully depressed. A piece of thin wall electrical conduit could serve the same purpose. My particular "tool" has the end covered in a rubber sheet salvaged from an old inner tube.

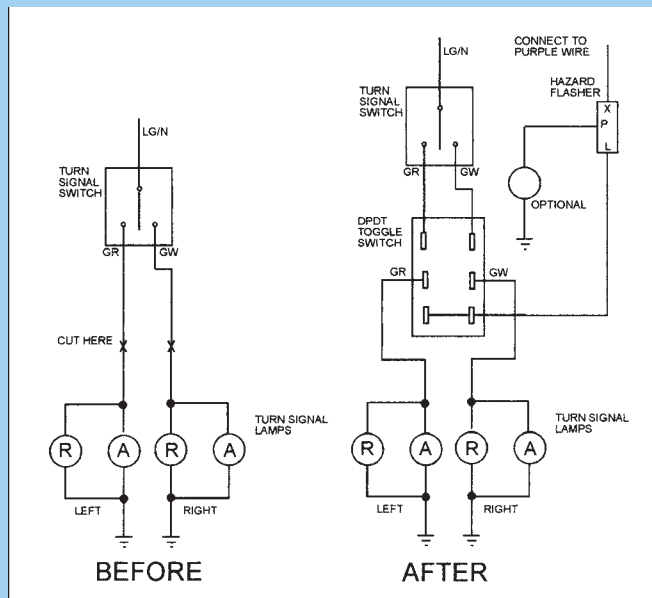
After about twelve years of using the tool, the dreaded lock-up is almost a forgotten memory!

—Ken Slusher, Woodbourne, NY

MORE ON ADDING TURN SIGNALS

I read with interest the article by Jim Rutledge on adding a hazard flasher to older British cars, (*Moss Motoring, Summer, 1996 Issue*) and it was certainly a simple, effective solution. It had, however, a couple of disadvantages. One, which was mentioned, is that of a high flash rate. This also has the potential to reduce the life of the flasher. The other drawback is that it requires the ignition key to be on in most if not all, applications. Also the Editor's suggestion for adding fuses should not be needed, as the turn signal circuit should already be fused, and any

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“The Nut Behind the Wheel”

Ron Phillips



On our way back from this year's West Coast Austin-Healey Meet, held at Silver Star Resort in Vernon, British Columbia, Canada, my wife and I toured through several of our and Canada's National Parks. While Yellowstone in an Austin-Healey is a really great experience, I think I had the best time doing one “top-down” lap of Glacier National Park in Montana.

But first some background. In 1985, the Phillips family toured Glacier National Park via Amtrak. Never touched the wheel of a car for eight days, a truly different experience for a native Los Angeles boy! It was somewhat impossible for the train to navigate the roads of Glacier, so we were chauffeured around by college kids driving the famous Glacier National Park 1936 White Motor Car jitneys. How different! But I had always wanted to go back there in an Austin-Healey. So, this August, we did. Big time! One lap of Glacier in one day! Here's how we did it in our Austin-Healey.

We were camping at Chewing Blackbones RV Park (run by the Blackfoot Indian Tribe) near St. Mary's at the east entrance of the “Going to the

Sun Highway” over the park. A note about this “highway” is in order. It ain't one! In fact, it's a twisty, narrow, high-altitude, two-lane road just made for British sports cars. So, early in the morning, we loaded up our BRG, air-conditioned Austin-Healey, nicknamed “Cold Duck”, and took off west-bound up the highway. We had been warned that there was road construction at the top of the road and that the Visitor's Center parking lot was being resurfaced. Little did we know...

The drive in the cool morning air was terrific. I had remembered going over this road in one of the Park's jitneys at much less than the 45 MPH limit in total cloud cover. But this morning, the Healey wasn't even breathing hard in the completely clear blue skies as we motored up the road to the top. The big Healey has what is best called “adequate power” for this kind of motoring.

tude. What a wonderful drive in a wonderful car! And then, right at the top of the Visitor's Center, we were stopped by the road construction crew right at the beginning of the unpaved section of the road under construction. We were waiting for the east bound traffic to come through and when they did, we got to literally eat their dust in our top-down sport convertible. It was really terrible. Image a breakfast of glacial till dirt! Well, what can you do but grin and bear it through gritty teeth? At least the views of the many glaciers in the area, in between dust clouds, was really spectacular.

After this earthy experience, I was beginning to wonder if this was an omen. Fortunately, it wasn't. But, it was our turn now to continue westbound, so over the top we went and down the west side of the Continental Divide to Lake McDonald Lodge for lunch in their din-



“Cold Duck” didn't have any problems going faster than the legal limit, going up hill, and at high alti-

ing room. While most other cars had to use their brakes a lot of the time going down this very steep road, the big Healey's gearing is such that you can literally coast down a road like this in gear rarely touching the brakes. So, once at the bottom of the valley, we quickly found the Lake McDonald Lodge. It is one of three grand lodges in the park, and is really like an old-time hunting lodge filled with stuffed animals. After lunch, we were stuffed too. What's really neat about this lodge and the others in the park is that their structure is made from native trees. Really great! So, after lunch, it was on to Browning, a mere 60 miles away on the east side of the park, and to the Museum of the Plains Indians. So, for the second time this day we got to drive across the Continental Divide.

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Through the Windscreen



Triumphfest '96 — Big Bear, California.

Ken Smith

So, another season comes to a close, and what fine British Car events we have witnessed on our 14,000 mile annual journey with the “Mossmobile”. From the dry heat of Buttonwillow to the humidity of Indianapolis. From the hustle and bustle of Chicago to the relative peace and quiet of the Quad Cities—once again we’ve seen it all this past summer.

It was while driving some 400 miles across the prairies of Nebraska that a thought struck me (and it didn’t hurt!). If I had covered the same distance driving in my native country, England, I would have fallen into the sea some 200 miles further back! I keep trying to tell people who’ve never been there that the British Isles are really quite tiny when compared in area to the great United States.

Another thought a few miles further on, (Ouch!) the motorways in the UK are usually referred to as the shortest distance between two traffic jams! Yet here in America, without the great Interstate network, we could never accomplish the distances we travel, or attend the many meets across the land without that four-lane ribbon stretching to the horizon. Love ‘em or hate ‘em they are a boon to the people wishing to get somewhere swiftly.

40 years ago this summer, President Dwight D. Eisenhower signed into law the Federal-Aid Highway Act which authorized construction of a “Network of Interstate and Defense Highways”. In 1919 as a young Army officer, Ike accompanied a truck convoy between Washington, DC and San Francisco. It took two months due to poor and non-existent roads. Ike also saw the German autobahns in WWII and noted how efficiently they moved the weapons, troops and supplies of the enemy, and later the Allies. They gave

Eisenhower and others the germ of the idea for our Interstates. The “Defense” part of the act is why we have such generous lateral and vertical clearances on the Interstates to allow passage of huge pieces of military equipment.

Tom Berg, the Editor of *Road King*, a professional trucking publication, recalls his Uncle Charlie many years ago, driving his regular run from his base in Jefferson, Wisconsin to Fargo, North Dakota. He told him that it was then all two-



lane roads and on the run he passed through 750 towns! “I counted them all,” Uncle said, you could never make any time. You’d just get out of one town and into high gear when here comes another one and you had to start gearing down. What a difference when the Interstates came!” I guess Uncle Charlie never got bored, as I do sometimes, when the most interesting thing out there is the horizon! It’s sure different now, and while the Interstates may not be

the best bet for some of our older British classics they sure help the “Mossmobile” get to you, wherever you are, and more importantly assist in getting those vital parts to you quicker than ever before!

So to conclude these random, rambling Nebraska thoughts, just try to imagine what America was like before the Interstates. Take a moment to salute the vision of Ike and the others forty years ago. Without them we’d probably still be traveling through 750 small towns and stoplights each week, and we’d never get to any of your meetings!

NEW NATIONAL PUBLICATION FOR TRIPODS!

We received from Colin P. Cobb the first issue of a new magazine aimed squarely at those who are a wheel short! The *North American Trike* is a publication devoted to three wheeled British vehicles, especially Morgans. Colin can be contacted at 4489 Baylor Canyon Drive, Las Cruces, New Mexico 88011 or (505)382-9544.



Conclave '96 — Asheville, North Carolina



(The opinions expressed below are those of the author, and do not reflect the opinions or policies of Moss Motors, Ltd.)

Survival of old cars seems a lot less certain now than just a few years ago, due to new pollution testing methods and tightened standards (I/M-240, "Smog Check II", etc.), "junkier/clunker" (i.e. "old car destruction") bills, vehicle confiscation bills, and other laws and regulations which are proliferating throughout this country and others. From regulations targeting old cars as "gross polluters", to local zoning ordinances which prohibit unlicensed vehicles being parked in the owner's driveway, the burden on owners of old cars is rapidly increasing. The various buy-back programs ("cash for clunkers") do not eliminate the pollution once caused by the crushed cars, but transfer the right to produce that much pollution in the form of pollution credits for industry so they can delay reduction of their own pollution. Why else would an oil company pay up to \$700.00 to buy a "junkier" and have it crushed? It has been reported that one vehicle's worth of pollution credits can be worth up to \$7,000 - \$10,000 on the "open" market. At least one study has shown that on the average it is cheaper to repair polluting cars to meet emissions standards than to buy them and have them crushed. We are also unwillingly supporting an expensive and very profitable industry (monopoly?) which supplies equipment for and performs and monitors the new emissions tests. (The two major players nationally seem to be Envirotest, of Sunnyvale, California, and Parsons Engineering, of Pasadena, California.)

We don't yet know what effect the new emissions testing programs will have on our British sports cars. Here in California, cars prior to model year 1966 are currently exempt, except

Under the Bonnet *By Eric Wilhelm*

How Much Older Will Our Old Cars Get?

when classed as "gross polluters", but it seems that "gross polluter" standards haven't yet been established for these cars. It is very difficult to generalize the effects of the new regulations nationwide, as each state failing to meet the federal NAAQS (National Ambient Air Quality Standard) had to develop and initiate its own federally approved SIP (State Implementation Plan) to reduce and prevent pollution from mobile sources. These plans vary tremendously from state to state. A 1985 vehicle with HC emissions of 400 PPM is "clean" under federal EPA standards. In California, it is limited to 100 PPM to pass Smog Check II, and is classed a "gross polluter" if it reaches 250 PPM—150 PPM less than federal "clean" standards! In Denver, one of the worst pollution "hot spots", this same car, a "gross polluter" in California, would easily pass as "clean".

Who wouldn't be upset to have finished a restoration of a car, only to have it classified a "gross polluter", and ineligible to be registered? (We have heard of a 1968 TR250 with a fairly new rebuilt engine and new carburetors being so classified.) If you live in an area where you are prohibited from possessing an unregistered vehicle, you could be forced to give up your car after

...finished a restoration of a car, only to have it classified a "gross polluter", and ineligible to be registered?

spending much additional time, money and effort having the car tested, re-tested, and dealing with an over-burdened and unresponsive privately owned and run system whose decisions have the force of law. (By the way, if the car isn't registered, you can't sell it under a "cash for clunkers" program, but you can bet that someone will get your car's pollution credit after it is confiscated and crushed!) Existing exemptions for collector cars or cars over a certain age are threatened with repeal in some states. Not only old cars are classed as "gross polluters"—some testing stations in California have reported failing newer cars still under warranty. All this is happening in New Jersey, California, Arizona and other states where hundreds of millions of "federal" dollars

will be withheld if action, any action, no matter how misguided, is not taken to satisfy the EPA's interpretation of the requirements of the 1990 Clean Air Act and its subsequent amendments.

A letter from the EPA's Vehicle and Fuel Emission Laboratory stated in part: "Even in the most stringent programs...we expect only about 40-45% of the vehicles to ultimately need repair (with phase-in standards only about 20-30% will fail in any given year...)." The letter continues: "Among pre-1981 vehicles...no state has proposed failing more than 20-40% of those vehicles. EPA recommends standards that would fail about 30% of those vehicles." In other words, the new test standards are designed to ensure failure of a large percentage of tested vehicles! Other information shows a projected cumulative failure rate over a five year period of 80% (yes, eighty percent!) for cars of model years 1978-1990. The above-mentioned letter disputes this 80% claim, but the EPA's own phase-in standards of 20-30% per year amount to 67-74% over five years, while their "ultimate" rate of 40-45% per year will account for about 92% over five years. Why is there such a large built-in, guaranteed failure rate? Could it be to create the illusion of an automotive pollution crisis that will lead to even stricter controls on how and how much we are allowed to use our cars?

While no one can argue against having clean air, much of what is going on is clearly designed to remove old cars from the road under the pretense of improving air quality. Between 1970 and 1991, total highway vehicle emissions in the USA dropped dramatically, despite a doubling of vehicle miles traveled; hydrocarbons down 66 percent, carbon monoxide down 59 percent, and nitrogen oxides down 21 percent. Since then, the situation has only been improving. Even the Sierra Club stated in 1992 that it is unlikely that the "Cash for Clunkers" program would actually reduce pollution. (It would follow that any other removal of old cars would probably have a similar non-effect.) It seems that there is much more at stake than clean air, or our right to keep our legally-owned personal property. Something stinks, and it's not our cars. Who is really benefiting from this? We do know who is being hurt by it. Investigate, read, study, and think about this. Then please take appropriate action by contacting your legislators.

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The Nut Behind the Wheel

Continued from Page 23

This museum is a must see if you are in the area. This is our second time and we continue to marvel at the displays of Native American craftsmanship and culture. Anyway, after a couple of hours, it was on to the East Glacier Lodge for pictures and an afternoon toddy. It just doesn't get any better than this, believe me. East Glacier Lodge is the only one in the park accessible by train. Amtrak stops just 100 yards from the front door. Then, you can either take the jitney or walk up the flower garden path to the lodge. This was the way travel was before the motorcar age. How civilized!

After a very lazy hour or two, we made our way back to Chewing Blackbones and our coach to get ready for dinner. Then it was on to Many Glacier Lodge. As we parked the Healey to go into dinner, it seemed appropriate to put it beside one of the White jitneys for another photo op. Once inside we were informed that there would be a two-hour wait for dinner. They did have a bar, fortunately, so LeRae and I did some shopping in the gift store and got a deck of cards to play a little gin in the bar. When was the last time we had time to play cards at home? We must be on vacation!

In looking over the White jitney, I see they've made a few changes since 1985. Now they have GM automatic transmissions and steering columns. Just like my Motorcoach! I guess college kids today no longer know how to drive a stick shift. I never did get to see if the engines had been changed. They used to be big Chevy sixes. Possibly they still are.

Then it was back to the campground after dinner. By now it was dark due to the two-hour wait for dinner. And all I could think of was a friend of mine talking about the possibility of hitting a deer in your Austin-Healey. But we were lucky once again and completed the one lap around Glacier in a day, driving 110 miles, and touring the three grand lodges in the park. What a great day driving "Cold Duck!" As good and even better than I imagined it would be before we left on vacation. Actually, the dirt sandwich for breakfast just seemed to add texture to the day.

Funny Sprites

Continued from Page 14

close-ratio gearbox, several final drive ratios, larger fuel tank and an oil cooler. In addition the overall weight, which was based on the original extremely light Le Mans and Sebring racer, was incorporated. In this way, the very successful Sebring was born which gave the Sprite a long and varied list of competition victories, not just in its class, but often in the overall classifications. And YES...the name Sebring was obviously taken from the Florida racetrack where successful Sprite drivers included Stirling Moss, Bruce McClaren, Walt Hansgen, Ed Leavens, Briggs Cunningham, Pat Moss, Pedro Rodriguez, Innes Ireland, and Steve McQueen—an impressive list indeed for a car with such humble beginnings.

Fortunately, a number of the Sebring, WSM and Speedwell GT cars survive even today, and are regularly used in competition. There has even been a revival of the Sebring production line by Brian Archer, using exotic materials in molds made from the original glass fiber bodywork.

I was lucky enough to drive one during one of the recent Pirelli Classic Marathons run from London to Northern Italy. Over a seven day period, the Marathon used many of the Alpine and Dolomite Passes of the Original Coupe Des Alpes and Liege-Rome-Liege Rallies. Although basically a 1961 Mk1 Sprite, the bodywork, now produced in Kevlar, weighed in at an amazing 18 pounds, giving a performance certainly far in excess of the original cars which we rallied over thirty years before.

Letters

Continued from Page 5

Motors, similar to those published in past issues of *Moss Motoring*. Construction required some three hours coloring and gluing time!

McLeod British Cars, a Moss Distributor, sponsored another event involving lots of water being moved from place to place!

Thanks to Moss everyone had a great time and you helped make this year's event even more special than last year.

—Leland Felix, Hot Springs, AR

MORE ON THE TRIUMPH TR7

I have followed with interest the comments on the merits and otherwise of the TR7 in past issues of *Moss Motoring*. Frankly, I'm glad it caused the demise of Leyland in the US and now we have a great source of MG and Triumph parts from Moss Motors and others.

What I am really sad about, is the fact that Leyland couldn't cut the mustard and Margaret Thatcher wouldn't let the taxpayers through the British government subsidize Leyland any further. Leyland was given plenty of lead time and warning from the government of the possibility that further debt would not be tolerated.

Lord Stokes was the villain in this scenario, plus the feeble minds of management at Leonia, New Jersey who threw MG/Austin-Triumph-Rover into the garbage (pardon me—dustbin!)

I speak from a unique standpoint as I was the Standard/Triumph Field Service Engineer from 1957, and then went on to handle all the cars after the Leyland merger.

Most of us had no love for Leyland but in order to service those devoted to the marques of MG, Triumph, Rover and Jaguar, we pressed on and did our best. I can't put into print what everyone at the Leonia depot nicknamed BL's new emblem!

The TR7 was in fact the final straw. It was, and still is, a piece of junk and it had more problems and warranty comebacks second behind the Austin America Automatic! It was full of rattles, leaks and woes. It looked interesting from the frontal view, but from the side it needed to be a foot or two longer and from the rear it was just plain ugly.

The vehicle we implored Triumph to pursue and upgrade was the Triumph Stag and it was too bad the Stag wasn't refined and given a better designed engine. The Stag had the greatest potential in the US market but unfortunately the bigwigs at Leonia couldn't see that far ahead and in any case some of the Jaguar following at Head Office felt that a refined Stag would be a threat to Jaguar!

I am not opposed to any of the TR7s that have survived up to this point in time. They are obviously babied and fussed over by their proud owners and I give them great credit for their ability to cope with this model. I have seen several beautifully looked after TR7s at recent meets, however, the sight of beautifully maintained earlier Triumphs and MGs certainly in my mind, upstages any TR7 existing.

All the suppliers deserve great credit for their endeavors in enabling this to be the case. I purchased my first new MG, a TC, from J.S. Inskip in 1948 and still own it. I also have TR3s, MGBs, an Armstrong Siddeley, and a Frazer Nash, just in case any further credentials are required from me!

—George S. Waltman, Former British Leyland Motors,
Field Service Engineer

OVERHEATING HEALEY

I recently entered my Austin-Healey 3000 BJ7 in the All British Field Meet at Vancouver, British Columbia. This is a great show which I would hate to miss. However, I was

Technical Tips

Continued from Page 22

paranoid to go because of the long lines crossing the border between Canada and the United States. The show is usually on a holiday weekend and the lines are a mile long and move very slowly. Last year my car overheated and because I was not willing to destroy a new engine, some very nice people from Montana helped me push it across the border!

This year I tried adding the Red Line Water Wetter as sold by Moss. I had spoken with other sports and race car drivers who recommended this product. Another tip they gave me was to turn the heater and blower on and give the car sporadic throttle to about 2500 rpm as the temperature rose.

This would actually bring the temperature reading on the gauge from 212° down to around 200°. Doing this circulates the water faster so it can be cooled by the heater's electric fan and of course, the radiator fan will also turn faster with the added rpms.

I made it across the border with no problem and I'm sure I would never have made it had I not taken these precautions. In addition, I finished first in my class at the show and made it across the border without losing one drop of coolant! A Healey owner could not ask for a better day.

I would like to thank Moss Motors for all the fine products they have made available in addition to enabling me to make a restoration to this level and keep it there.

—Lynn Martin, Post Falls, ID

current flowing through the modification will be flowing through the existing fuse.

I would like to offer another simple solution but without the drawbacks of the first solution. It requires the addition of only one, simple, readily obtainable switch, and a second flasher unit, one specifically designed for hazard flasher duty*.

Purchase a double pole-double throw (DPDT) switch from Radio Shack or any other electrical supply house. Also purchase a flasher from an Auto Supply store. Make sure the switch you buy does not have a "center-off" position, as most switches found at auto supply stores do. For installation (see diagram), simply cut the two wires mentioned in the previous article and insert the switch in between the cut wires as follows.

The wires coming from the turn signal switch should be soldered to the adjacent terminals at one end of the switch—it doesn't matter which end of the switch, or which wire goes to which terminal. It may be necessary to add extensions to the wires, in order to reach the switch depending upon where you situate it.

The other ends of the wires go to the adjacent terminals in the center of the switch. The only requirement here is that the colors match on each side of the switch. The two terminals at the other end of the switch should be soldered together with a short length of wire, and a second length of wire soldered between these terminals and the output terminal (marked L) of the flasher.

The input terminal of the flasher (marked X) should be connected to any purple wire (or any wire that is fused and hot at all times, with or without the key being on. In most British cars this will be a purple wire). If you use a purple wire you shouldn't need a fuse. If you prefer, connect to a brown wire and insert a fuse of 10 amps as close to the brown wire as you can. Of course, all the normal cautions of wiring should be heeded.

If you would like to get really fancy, buy a three terminal flasher and connect an indicator light between the third (marked P) terminal of the flasher and ground. Position the light wherever it is convenient for you, and now, when using the hazard flasher, the indicator will flash just like your father's Oldsmobile!

* The difference between a turn signal flasher and a hazard flasher is this: A Turn signal flasher is designed to operate only under one specific load condition. If a turn signal bulb is burned out, the flasher will not flash. This is a safety feature designed to warn you of a burnt out bulb so you can replace it. A hazard flasher, on the other hand, is designed to operate no matter how many bulbs are burnt out! This too is a safety feature. Under any condition you might be using the hazard flasher, it is more important that whatever bulbs are working are flashing. The lights are needed now! Many of the 'heavy duty' turn signal flashers sold are, in reality, hazard flashers.

—Dan Masters, Alcoa, TN

Under the Bonnet

Continued from Page 25

If you feel strongly about these issues, or if you just want more information, please contact one or more of the organizations involved with this, a few of which are listed below.

American Automotive Heritage Foundation

P.O. Box 482
Carlisle, Pennsylvania 17013-0482
717-240-0976
FAX 717-240-0931

AAHF was established to protect, preserve, and promote the collector car hobby.

Clean Air Performance Professionals (CAPP)

84 Hoy Avenue
Fords, New Jersey 08863-1938
908-738-7859

FAX 908-738-7625

E-mail: stellap@ix.netcom.com

CAPP provides much excellent information on automobile-related legislation throughout the U.S. Membership and regular mailings are available.

Coalition for Auto Repair Equality (CARE)

119 Oronoco Street
Alexandria, Virginia 22314
703-519-7555
800-229-5380

FAX 703-519-7747

CARE's focus is to stop "junkier/clunker" bills. Services and information are free.

Council of Vehicle Associations (COVA)

10400 Roberts Road

Palos Hills, Illinois 60465

800-227-7166

FAX 708-598-48888

E-mail: markw@cova.org

COVA is a membership organization serving as an information resource for organizations and individuals to promote and protect automobile related hobby.

World Organization of Automotive Hobbyists (WOAH)

P.O. Box 1331
Palm Desert, California 92261-1331
FAX 619-568-6354

Founded originally as the Association of California Car Clubs, this group for the last eight years has extended its scope to automotive legislation and education.



Austin-Healey BJ8 Dash Mirror

Check out who's behind you with an authentic

reproduction of the late BJ8 mirror. For BJ8 from body #73214.

165-160 \$27.50



Lucas "Flame-thrower" Lamps

Easily adaptable to many applications, these lamps were originally

options for the Jaguar XK120, and were used on many race and rally cars during the 1950s and '60s. Now they are even better than they were then, due to modern halogen bulbs for improved light generation.

Fog Lamp 162-850 \$219.95
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Genuine Lucas "PL" Tripod Headlamp with Bulb

Light your way in style with these genuine Lucas "PL" tripod headlamp units, supplied in correct left hand drive specification. These may be used to replace all standard 7" headlamps, and are a great way to dress up the front of your classic British car.

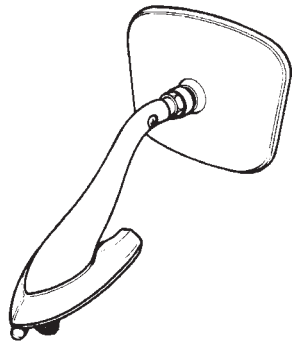
163-980 \$124.95

MGB Oil Pressure Sending Unit

For 1968-'71.
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MGB Original Style Door Mirrors

Correct 1972-'73 style door mirrors are finally available for that authentic finishing touch to your restoration.

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R/H 165-250 \$43.50



MG TC Master Cylinder Assembly

Now supplied complete from rubber boot through rear extension. (Pushrod is still not included, though.)

180-608 \$249.95



MOSS GIFT CERTIFICATES

Don't know what to give that special British sports car lover in your life? How about a Gift Certificate from their favorite parts supplier? Available in any denomination you choose, and easily redeemed simply by mailing it back to us. (Sports car owners: Why not give several to yourself as a "savings account" for that long term restoration you have planned!). Order these from your favorite Moss Sales Advisor.



Moss WeatherLock™ Car Covers

Rain-resistant, breathable, durable, inexpensive, and guaranteed for two years against rot, mildew or smell. What more could you want from a car cover? These light grey covers are made from four-layer, non-woven polypropylene Genesis fabric which remains soft and pliable in all weather conditions.

The long fibers of the inner and outer layers make them tough, soft, and long-wearing, while the short fibers of the middle layer catches water yet allows air to pass through.

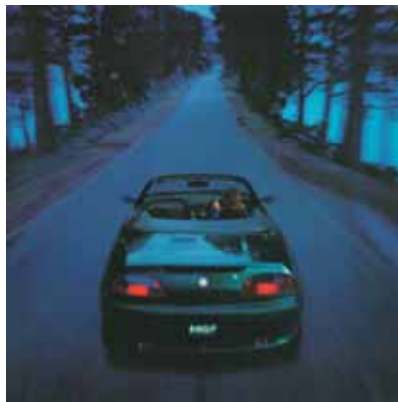
MG TC, TD, TF 237-400
MGA, TR2-3B, Austin-Healey 2-seaters 237-410
MGB roadster 1962-'74, TR4-6 (thru 1973) 237-420
MGB roadster 1975-'80 237-430
MGB-GT 237-440
Austin-Healey 4-seaters 237-450
Sprite/Midget (except 1500) 237-460
Midget 1500 237-470
TR6 1974-76 237-480
\$99.95 each
Jaguar XK120, 140, 150 237-490
\$124.95 each



MGF Posters

MG is back with a vengeance with the new MGF. While you can't have the car itself here in the US, you can have the glorious advertising posters of this magnificent new machine.

"Duelling MGFs" Poster 216-520 \$12.95
Rear View Poster 216-530 \$12.95



Swivelok

Our British classics are easy to steal. One way to discourage theft is to use a club-type security device.

Unfortunately they're usually big clunkers which take up half of our car's luggage space to store. With this problem in mind, we were delighted to find the new Swivelok. Swivelok folds in half, so it takes 40% less space to store. A one-time adjustment sets Swivelok to the proper length, from then on just unfold it and push in the lock button. Swivelok features hardened steel construction, with a Freon resistant lock. While no anti-theft device is infallible, Swivelok's high profile visibility and rugged construction will foil all but the most determined thieves. Fits steering wheel 13" diameter and up.



221-310 \$44.95



MG Crested Alloy Wheel Lock Set

Supplied in sets

of four, you use one on each wheel in place of one standard nut. Only you have the special adapter enabling you to remove the lock using your regular lug wrench on the adapter. (Does not fit LE wheels.)

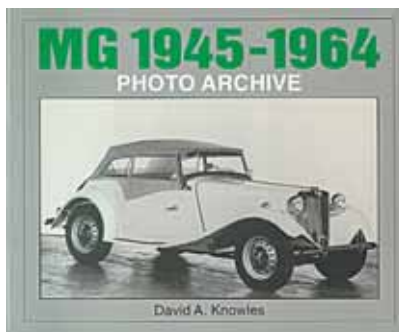
386-050 \$28.95



MGB Coin Dish

Replace the ashtray insert in your 1972-'80 MGB with this moulded plastic tray and have a handy place for loose coins, paper-clips, candy, or any other small items.

900-065 \$6.95



MG 1945-1964 Photo Archive by David A. Knowles

Filled with photographs of the TC, TD, TF, MGA, Midget, and early MGB captured at Sebring, LeMans, and record-breaking runs on the Utah salt flats. Softbound, 128 pages, 120 black and white illustrations.

211-235 \$24.95



Practical Classics on MGB Restoration

Billed as "the complete do-it-yourself restoration guide", this profusely illustrated book is a

"must have" for anyone contemplating the restoration of an MGB. Follow the metamorphosis of a once rusty and tired MGB into a very good-looking good driving road car. Chapters on bodywork, suspension, brakes, steering, engine, and much more explain and show how to do what the workshop manuals describe. This and a good workshop manual are the only books needed to help you restore your MGB.

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Genuine Lucas License Plate Lamp

Lucas has reintroduced this ever popular license plate lamp which is used on many British cars of the 1950s and early '60s. Superb quality.

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MG 1965-1980 Photo Archive by David A. Knowles

On the road and in competition, the MGB, MGB GT, and Midget are presented from the days of BMC and British Leyland to the closing of the MG factory. Softbound, 128 pages, 120 black and white illustrations.

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MGB 1970-'80 Steering Wheel Hubs

Freedom of choice. Our replacement steering wheel hubs maintain exact original appearance while allowing a greater choice of steering wheels. The Standard hub allows you to install your original 1970-'76 steering wheel, or our wood rim (#263-737) on all 1970-'80 MGBs. The LE hub allows you to install the leather wrapped Limited Edition wheel on all 1970-'80 MGBs.

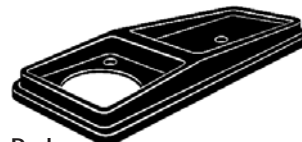
Standard	263-707	\$49.95
Limited Edition	263-717	\$49.95

Midget

Rear Side Lamp

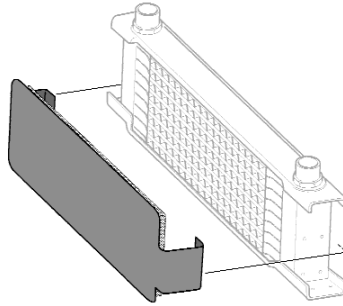
Mounting Pad

Rubber mounting pad for 1970-'80 Midget.
282-260 \$9.95





MGA Pedal Fume and Dust Excluder
For Twin Cam and MkII Deluxe.
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Oil Cooler Shroud
Your engine oil is most effective within a certain temperature range. While an oil cooler is useful in warm weather to keep the oil cool, it may be detrimental in the cold. This clever shroud is a re-creation of an MG factory option. Pop it on in the fall, and snap it off in the spring. Takes only seconds to install or remove, and requires no hardware.
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Correctly finished, with beautifully reproduced lettering for the knobs and switches, one of these panels will be the authentic finishing touch of your dashboard restoration.
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MGB 1977-'80	363-015	\$399.95
Sprite/Midget thru Sept., 1970	362-915	\$195.95
Austin-Healey 100-6, 3000	363-055	\$359.95



Genuine S.U. "Master" Rebuild Kits

Only genuine S.U. parts are contained in these superbly complete rebuild kits which include all required gaskets, seals, jets, throttle shafts, throttle discs (butterfly valves), throttle shaft bushes, and complete instructions for rebuilding and tuning. Linkage pins, starlock washers, and cotter pins are included as appropriate. Metering needles are not included, however, so that you may choose the exact needle to suit your exact requirements.

H2 (MG TC-TD)	375-508 (pair)	\$119.95
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HS4 (MGB 1962-'71)	375-548 (pair)	\$69.95
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HS4 (Austin-Healey Tri-carb)	375-568 (for 3 carbs)	\$148.50
HS6 (Austin-Healey BJ7, TR4A)	375-578 (pair)	\$69.95
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Sprite/Midget Steering Wheels

Add a touch of newness to your cockpit while making your driving safer by replacing your old cracked and shakey steering wheel.

1964-'67	453-865	\$159.95
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TR3A-4A Replacement Starter

Since Lucas rebuilt starters for these popular cars are getting expensive

and in uncertain supply, we are very pleased that these wonderful replacement starters are now available. Even though they don't look at all like the originals, have integral solenoids and "pre-engaged" pinions, they work very well indeed. (One of our employees who has had one of these on his TR for about 10,000 miles says it's the best starter he's ever used on a British car!) Fits TR3A from TS50001.

541-535	\$230.00
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New Lucas Distributors

How old was the last Lucas distributor you wore out? How many miles had it taken you with very little maintenance? A pretty impressive record of reliable service, I bet. These new Lucas distributors are just like the ones which lasted so long, and should last just as long, if not longer.

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A terrific guide for locating faults in the shortest amount of time, and with the minimum amount of equipment.

Operation, troubleshooting and adjustment of batteries, starters, ignition systems, generators, voltage regulators, alternators, lights and lighting circuits, and wiper motors are all in this invaluable 42 page manual written and published by Lucas. You just can't get any better information than this!

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TR6 Key Fob and Shift Knobs

Full color enamel Union Jack logo with "TR6" lettering makes these a great way to show your car you care.

Key Fob	621-005	\$6.50
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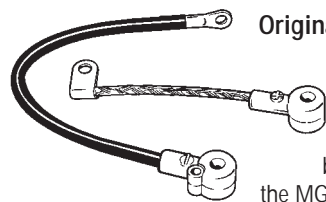


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Original Style Battery Cables

Excellent reproductions of the original cables go perfectly with our vintage-type tar top batteries. All cables listed have "helmet" type battery end terminals, except those for the MG TC, which have split clamp type terminals as original.

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	battery to ground	332-045	\$12.95
MG TD-TF	battery to switch	332-040	\$12.95
	battery to ground	332-020	\$13.95
MGA	battery to switch	332-025	\$26.95
	battery to ground	736-080	\$14.95
MGB 1962-'67	battery to battery	332-035	\$19.50
	battery to solenoid	332-025	\$26.95
	battery to ground	736-080	\$14.95
	battery to battery	332-130	\$29.95
TR2-3B	battery to solenoid	332-040	\$12.95
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Screw, "helmet" terminals to battery		332-205	\$0.25



Embroidered Logo Hats

Hold on to your hat! These custom embroidered baseball caps are so nice, you'll want to wear them all the time. Each hat features an adjustable leather strap for a perfect fit, and your favorite marque logo embroidered above the bill. Keep your hair in place and unwanted sun off your nose with one of our custom caps.

MG Hat	219-820	Austin-Healey Hat	219-830
Triumph Hat	219-825	Jaguar Hat	219-835
			\$15.95 each

Classic-Fied Ads

NOW ONLY TEN DOLLARS!
Reach 200,000 enthusiasts
for peanuts!

Following on the hugely successful holiday free ads offered in this issue, we have restructured our *Moss Motoring Classic-Fied* section for 1997. Commencing with the spring issue we will only be requesting a \$10.00 service fee for each vehicle advertised! British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. Closing date for the spring issue is December 31, 1996. Please send your ad together with remittance to: *Moss Motoring Classic-Fied Ads*, 440 Rutherford Street, Goleta, California 93117.

1979 MGB - 5000 miles on new engine. New tires, Mini-Lite wheels, top, boot, interior, paint. Fast. Dependable. \$7,950. (805) 237-1912, CA.

1963 Triumph Vitesse Convertible. White/Red int. 1600cc motor. Wires, O/Drive. Driven daily. Sale to finance weirder project! \$3750 (408) 985-2207.

1960 MGA Twin Cam Roadster - #YD3/645, Rough. MGB engine. Brake system rebuilt. Heritage Trace certificate. \$3,500/trade. (702) 246-0790, NV

1956 MGA Roadster - Red with black top. Body professionally restored in 1989. Many Trophies. Good looking, sound car. \$8,000. (601) 673-9874, MS

1967 & 1969 MGB Roadsters. Both for restoration Both for \$1600. (504) 261-9679 GA.

1959 MGA Roadster - Body in excellent condition. No rust. Needs main bearing. Good upholstery and other mechanicals. \$6,900. (617) 545-1900, MA

1973 Jaguar XJ12, Series 1 - 117k miles, black, runs great, looks great, drive daily or restore easily. Best offer over \$4,000. (707) 433-8746, CA

1952 MG TD - Original, 2nd owner since 1962. \$8,000. (360) 357-9616, Olympia, WA

1959 MGA Coupe. Navy Blue/red int. All restored and very clean. Photos available. (714) 744-9691.

1955 Austin Healey 100-4 - Red - No Rust - Including Hard Top. Good Condition - Needs upholstery. 55,000 miles. \$15,000. (607) 547-8335, NY

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1966 Jaguar Mk X 4.2. IRS Auto \$4000 obo Will trade for TR3 parts (608) 643-3554.

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1974 MGB GT - Damask red, 117,000 miles, new Michelins on Rostyles, many other improvements and spares, \$4,850. Sheridan (360) 457-0678, WA

1951 MG TD - Completely Restored Trophy Car, \$26,000. (805) 948-6254, CA

1974 TVR 2500M - #3305 TM. 39k miles. Very good mechanical condition. Original black top and interior. Needs paint. \$4,500 obo. (303) 699-2412, CO

1959 MGA - White, New motor, tires, clutch, and paint; Very good condition. \$7,500. (405) 255-8063 / (405) 252-2297

1977 MG Midget - New paint, carpet kit, tires, rebuilt engine. 10,000 miles. Needs top and proud owner. \$3,200. (707) 747-0590, CA

1956 AC Ace Bristol, BEX154 - First Bristol-engineered car exported to US. Total body-off restoration in 1990-1992. Took first in class at Hillsborough, CA concours in 1993. Dark red exterior with black leather interior. Complete with tools, tonneau, side-curtains, top, jack, etc. Suspension and engine tuned by Ivan Zarembo at Phil Reilly's shop in San Rafael. Add this sweetheart to your collection for \$75,000. Randall at (415) 573-6222

1967 MGB Roadster - Restored by owner. New paint, upholstery, engine, trans. etc. Chrome wire wheels, med. blue with blk. interior. Extra parts. \$8,450. (408) 476-5115, CA

1973 to 75 Austin Marinas - All Running Condition. Choice of eight, \$450.00 to \$750.00. (206) 743-5479, WA

1971 MGB Roadster - W/factory top, 83k miles, 2nd owner, wire wheels, always garaged. Metal. Blue, good driver. \$4,000. (541) 688-2176, OR

1974 MGB - Chrome bumper, BRG, H/T, wires, 65,000 miles, no rust. Intelligent upgrades, free spares, manuals S/T. \$4000 (818) 355-6577, CA

1976 TR6 - BRG w/tan leather int., excellent running cond., no rust, dented right front fender, repairable/replaceable. \$6,500 obo. (619) 483-3901, CA

1959 Triumph TR3A - Red with black interior and top. Great Shape. Extra engine, trans., misc. parts. Commission #TS 27087L. \$9,700. (517) 894-4685, MI

1951 Triumph Renown TDB series - Exceptionally original car with 52,000 documented miles. Have everything from original sales receipt to spark plug gapping tool. Needs to go to good home. \$13,000 obo. (805) 653-7233, CA

1962 MGA 1600 MKII Roadster - Red with black interior, Show Winner. Total body off concours restoration. Bob (503) 292-2021 OR

1953 MGTD - Tan w/red leather interior, 54k miles, original, unrestored. Call for more info. (630) 904-3712, \$11,500 obo, IL

1978 Triumph TR8 Auto - Runs but needs work. New body parts included. \$1,500 (205) 375-6125, AL

1949 MG TC - Same owner last 18 years. Older restoration, - still very presentable. Red with black upholstery. Runs very well. Photos available. \$14,500 obo. (408) 372-2515, CA

1963 MGB Roadster - Red with black interior. No rust. Wire wheels. Four speed w/good engine mechanicals. \$5,000 (801) 451-8255 UT

1967 Austin Healey Sprite MK IV - Orange with black interior and new convertible top. Solid body. No rust. Great mechanical condition. Well maintained. Fun to drive and reliable. Runs strong. Looking for good home. Relocation forces sale. Records and shop manual included. Photo available. \$4,800. (210) 696-4367, TX

1960 Jaguar - 4Dr, S Model, wire wheels. In storage 17 years. Last lease, Must Be Sold. (610) 828-1613, PA

1974 1/2 MGB GT - Bright yellow, black bumper, SUs 75% rebuilt, good body, great mechanical, new int., overdrive. \$3,800. (805) 683-2812, CA

1974 1/2 MGB GT - Blue, rubber bumper, sunroof. Body, mechanics immaculate. Last year of GT in North America. \$4,500 obo. (802) 223-2862. E-mail: KSAXE1102@aol.com, VT

1955 Triumph TR2 - Hardtop, wire wheels, black w/red interior (Moss Kit). Complete original restoration done. Drive anywhere. New white side curtains and 3 tops. \$10,900. (402) 496-2006, NE

1967 MGB-GT - 69k Orig. Miles, chrome wires, O/D, BRG. Exc. Mech. condition. Minimal rust on 1 wing, nds. paint, some int. \$4,200. Also, 4-sp 1974 BGT near Atlanta, ran when parked. (V-8 Candidate?) Make offer. (306) 598-5434, WA

52 TD - Nice. \$10,000. Pictures on request. (702) 656-8623, NV

1951 Morris Minor - 4dr, in dry storage 30 years, matching rebuilt flathead. Interesting history from original owner's widow. asking \$2,800. (516) 744-5464, NY

1975 MG Midget - Less than 19,000 orig. miles. Still has some factory masking tape on it! Weber and orig. carb., extras. \$5,400. (About 1/2 the price of a used Honda!) (608) 788-7305, WI

1971 MGB GT - Restored 1985. Rebuilt engine, many new recent parts. BRG. \$2,800 obo. (203) 928-3957, CT

1950 MG TD - Restored Red w/Tan Interior. \$17,000. Photos and Information Available Upon Request. Day:(619) 365-1127/Evening:(619) 365-5425, CA

1954 Jaguar XK120 Roadster - British Racing Green/Tan leather. Professional ground up restoration. Show winner. Specially prepared for long distance rallies. \$43,900 obo. (561) 691-3363, FL

1948 MG-TC - Yellow w/tan interior. Runs beautifully. Same owner since 1971. Needs cosmetics. Appraisal on request. \$19,500. 5309 Darby Court, Cape Coral, Fl 33904

1959 Austin Healey BN-6 - Extensive mechanical work completed. Body and interior are fair to good. Southern California car with original plate. Will trade towards Rover P5 or P5B or MKII Jaguar. \$12,950. (818) 753-7666, CA

1976 TR6 - 2nd owner, totally original, garaged and driven occasionally. White exterior/black interior. All service records, etc. You won't be disappointed. Overdrive and extras. \$8,800. Brian (818)705-0222, CA

1952 MG TD - Yellow body/black fenders. Lacquer paint. Owned for 15 years. Excellent condition; Runs well. \$12,000 (407) 773-1124, FL

1960 TR3 - Candy Apple Red, restoration underway. Same owner since 1984. \$9,000 obo. (954)765-6228, FL

1960 TR3-A - Powder blue, matching hard top. Black hides, white piping. Black tonneau and soft top. Well kept, 75k miles. \$11,500 (505)299-4985 NM

1957 MGA Roadster - Just finished restoration, white with red interior, black carpet & top, wire wheels, AM-FM tape, Moss side curtains. \$8,750. (423) 463-8675, TN

1979 MG Midget - Blue, Real clean car; excel. mech. condition. A real buy at \$3,500. (209)632-1699

1982 Delorean - Stainless steel skin, 25,000 mi. Fuel injected OVHC-V6, 5 speed. Black interior with gray carpet. Factory manuals & many spares. \$18,000. (309) 797-2043, IL

72 MG Midget - Straight, No Rust, New top, rug, clutch & battery. Exc. Cond. \$2,495 obo. (503)254-9948, OR

1951 MG TD - Well maintained car that looks & runs good. Numerous spare parts & literature. Call for photos and detailed description. (770) 640-0121, GA

1958 MG ZB Magnette. Rebuilt engine, transmission, suspension, and all new brake hydraulics. No rust, excellent exterior, interior, glass and seals. Winner at numerous major shows. Excellent spare engine, many new and used parts and parts car. \$15,000 and worth every penny. (334)928-5366 day/evening, AL

1972 MGB Roadster - Flame Red, great driver, recent Michelins, top, batteries, exhaust. Solid. \$2,995 Firm. (410)857-4708 8am-8pm EST, MD

1975 Jaguar XJ - 6C two door coupe. Navy blue with beige interior, 48,000 miles. Good condition. \$7,500. (860) 875-9446, CT

1958 Austin Healey Sprite - Lovingly restored, rust free Bugeye. Disc brakes, wire wheels, fresh 1098 engine, stainless exhaust, etc. Needs only paint touch-up. \$5,800. (404)876-2079, GA

1973 Triumph TR6 - All Original, No Rust, Too many new parts to list. Runs Excellent, \$5,000 Firm. Jim (904)877-0276, FL

1974 TR6 - Mimosa Yellow, red lines, rust free. 2nd owner, Colorado car, records from new. Drive anywhere. Needs nothing. (719)685-1673, CO

1962 TR4 - New paint (red), top, muffler, wind-shield, tons of mechanical work. Will sell for \$4,500 obo. (415)381-9309, CA

1974 Triumph TR6 - Exceptional new red paint job. Completely restored black interior. All tonneaus. Hard top too! Photos available. \$9,950 obo. (360) 425-9134, WA

1979 MGB BRG, 53k miles. Excellent condition, clean, removable hardtop, tonneau covers, spare engine plus other parts. \$6,500 for all. (805)947-8509, CA

1972 Triumph TR6 - Red with black interior. Original spare tire in trunk. Well kept. \$3,500. (713)487-3730, TX

1969 MGB GT - Green, chrome wires, wing knock offs. Excellent condition. Many new parts. Rebuilt SU carbs. \$5,500. (412)276-2443, PA

1980 MBG LE - Like new, 37,000 mi., original tires, hard top, all MG update acc's, books, documents. \$8,000. (812)723-2687, IN

1954 Jaguar XK120 Roadster - Excellent condition. Less than 27,000 mi. on a completely rebuilt engine and clutch. Photos available \$35,000. (541)389-5964, OR

1971 MG Midget - 37,000 mi. Completely apart, have all parts and extras. Many new parts, painted blaze. \$3,000 obo. Chris (609)691-1638

1975 MGB - Anniversary edition. Mint condition inside and out, 21,000 original mi. White w/new roll bar, tonneau cover and convertible top. Looks and runs like new. Must see. \$7,900 firm. (603)753-8077, NH

1966 Jaguar 3.4S Sports Sedan - Rare, original, continental European LHD. Silverblue/red, overdrive, chrome wires. Stored (1980). Easy restoration (started). \$5,500. (303)449-9669, CO

1954 MG TF - 1250, Red with white top, wire wheels, 23,000 mi. on drive train. Have owned for 30 years. \$14,900. (804)525-6787, VA

1967 MGB GT - Nice driver, all original, black plates, minor rust, factory radio, wires, aluminum hood. Similar car also available. \$1,200. (805)966-3721, CA

1961 Austin Healey "Spridget" - Runs and looks good. Grey with black top. 18 year old having too much fun. \$3,500. Mom (504)273-1780, LA

1958 MGA Coupe - Red/tan, very nice car, needs nothing. \$8,000 or will trade, especially for B/GT or Mini. (512)814-8059, TX

1976 Spitfire 1500 - BRG w/O.D. New top, clutch. Original 77k miles. \$2,150 w/real minilites, \$1,750 w/o. (619)385-0057, CA

1953 Jaguar XK120 Roadster - 3.0 litre rebuilt engine. New 5 vane radiator. New top and paint, good interior, orig. HD Lamps. All orig. equip. New tires. Photos on request. \$32,500 (619)263-7288, CA

1972 MG Midget - Blue, ground up restoration. Like new. \$6,000. (307)674-8287

Mini 1000 - Only 7,500 miles. All original. Stored in heated garage. Complete paper work from new. Extras include wood dash, floor mats and factory rust proofing. \$8,000. (304)647-3446, WV

1951 MG TD - Mint Condition. 16,000 mi. since complete rebuild. (Motor, drive train, body all new wood, etc.) Chinese Red w/Beige top and tonneau cover. Complete set of side curtains. Black seats and floor covering, doors, etc. Lots of spare parts. \$15,000 (808)487-5707, HI

79 Midget - New paint, upholstery, transmission, hardshell top, tires, minilites, Weber carburetor, suspension. wheel bearings, oil cooler, more. \$6,950. (702)566-4248, NV

1980 MBG LE - Black w/tan interior. Weber carb, header, free flow exhaust. Only 4,800 mi. No rust. \$6,200. (516)696-4005 eves., NY

1963 Austin Healey MKII, BJ7 - Black interior, mechanically sound, runs great, body in good shape. \$11,000 (508)887-8465, MA

1959 Austin Healey Bugeye Sprite - Mechanical, body and interior restored. Red/Red. Bargain priced at \$6,250 obo. (218)741-6313, MN

1969 Rover 2000 TC - 4 dr. sedan, 4 cyl. factory air, full restoration. \$5,000 obo (602)944-7240, AZ

1952 MG TD - Cream w/green. Owned since 73 - Your turn! Never been restored! \$9,995. First \$8,995 cash takes it away! (406)293-6668, MT

1967 Triumph TR4A - Conv., Red w/black interior, very solid. Looks/runs great. Well maintained w/records. \$5,600. (860)582-3328, CT

1972 MGB - Found in barn with 4,900 mi. & no rust. Replaced dented L. front fender. Repainted original gold. New top, clutch, fuel pump and batts. Want to trade for TD. Will throw in MGB Rubber Bumper car w/air, roll bar and hard top - Ran when parked. (803)366-4171, SC

1948 MGTC - Professionally rebuilt engine, new biscuit leather, top, wires, chrome. Racing green. \$17k invested. Licensed Ca. \$14,000. (916)333-1148, CA

1962 Triumph Vitesse - European Touring Sedan. 4 passenger, convertible, blue, original, complete, 90% restored. Rare. \$8,600. (209)229-5214, CA

1967 Triumph Herald Saloon - In very good condition. 80,000 mi. Many new up-dates including disc brakes. Other interesting extras. \$2,500. (304)647-3446, WV

1971 Triumph TR6 - Engine & drive train excellent. Body very good, no rust. Interior poor, needs to be restored. \$4,250 obo. (517)793-4145, MI

1960 Austin Healey 3000 - Red, four seater, original owner. Mostly original except engine (1963); 100,000+ mi. weekly driver. \$50,000. (919)726-7525, NC

1954 MG TF - Red w/black top and interior. Complete mechanical restoration. Pictures and receipts available. \$15,000 (860)233-2328, CT

1960 Austin Healey 3000 - 2+2, red, restored, overhauled, trophied, \$18,500. (612)922-8657, MN

1960 Morris - Blue, 4dr, original upholstery, low miles. Runs great. Everything works. Ready to drive. \$3,500. Let's talk. Pictures on request. (217)428-6043, IL

1972 MGB - Repainted red, 15,500 original miles, CA anti-smog gear functional. No rust. Excellent condition. \$6,500. (309)383-2805, IL

1960 Mark III MG Magnette - Very rare and seldom seen for sale. Very restorable, mechanically sound, all brake cylinders and shocks rebuilt. \$3,000. (215)836-1609, Eves. & keep trying!, PA

1959 Bugeye Sprite - 1275cc, Red with black interior. Michelin Tires, Alloy rims. Larger exhaust Header. No smog needed. \$6,000. (818)994-6368, CA

1974 MGB GT - Beautiful car, runs well. Extra parts and manuals. \$4,300 obo. (616)367-4849, MI

1953 MG TD - Cream/red leather. \$17,000. Documented restoration. A real beauty, must be seen. Car located in NH. (603)524-1498, after 10/20 (941)561-1334.

1969 MGB GT - BRG, Wires, 4spd. New tires, Monza exhaust, tube shocks. Great condition, dependable. \$4,500 obo. (513)256-5082, OH

1963 MG Midget - Good condition. Less than 3000 miles on a rebuilt engine. \$6,000 obo (610)868-9656, PA

1980 MGB - \$17,500 original mi., black with tan interior. new top, new tires. Limited edition, mechanically perfect. \$9,500 obo. (717)824-6735

1973 MGB GT - Harvest Gold, black interior, Chrome bumpers, wires, 4spd w/OD trans. Owned since 1979. 1000 miles since restoration. \$4,995. (414)774-8939, WI

Triumph Spitfires, MKII - One 1965 w/hardtop, one 1966 - good drive train, extra head, misc. parts, need rich, loving owner. \$3,500 for all (501)791-2425, AR

1979 MG Midget - Beautiful car w/the following restored. Original 1500cc engine and transmission, suspension, brakes, electrics and more. Trophy winning car. Mechanically and show room perfect. \$7,800 obo (203)932-5859, CT

1971 Triumph TR6 - Carmine w/black interior, almost everything replaced, original appearance. \$7,800 (805)658-1900, CA

1976 TR6 - Yellow w/black interior, only 44,000 original miles. 2nd owner. New Tonneau cover & boot. JVC pullout w/100 watts + (2) 6x9 spks. Excellent Driver. \$7,500. (818)707-1804, CA

1978 MGB - original white exterior w/black top and interior. 78,000 miles. \$2,500 obo. (818)339-4738, CA

1964 Sunbeam Alpine - Red w/tan interior and soft top. Restored and beautiful. \$6,500 Hard top also available. (909)592-9525, CA

1976 Spitfire 1500 - White w/black top/interior. Good condition. Photo on request. \$2,200.

Restorable 1976 Spitfire 1500. \$800. (319)785-6757, IA

1971 MGB Roadster - Red w/black interior. Restored body & interior. Rebuilt engine only 5,000 miles. Original owner. California car, rust free. Includes hardtop, ragtop, tano cover. \$8,500. (415)854-7832, CA

1974 TR6 - 44,600 original miles, original hardtop, red w/black int. Frame off restoration. Red Line Michelin, \$13,500. Bob (215)741-4017 after 4:30pm, PA

1951 MGTD - (Body 9420) Burgundy/cream w/tan leather interior. Chrome luggage carrier. Excellent restored condition. Photos available. \$14,000. (504)482-2739, LA

1963 TR4 - Wire. \$600.

1966 GT6 - \$600.

MK3 Spitfire - Ex. race car. \$200.

1967 MGB - \$250. (904)445-7733, FL

1980 Triumph TR7 - Convertible, 5 speed, Monza exhaust, Konis, always garaged. Excellent original condition. Gold certificate at VTR National. \$5,200 (516)546-2032, NY

1974 MGB - Tan. \$5,000. (310)374-8397, CA

1956 MGA Roadster - Body off restoration 3000 miles ago. Chrome wires, Weber carb, tube shocks, Nardi wheel, many extras. \$9,500. (405)348-3281, OK

1952 MG TD - Very good condition. \$13,000. (913)642-4257, KS

1958 MGA Coupe - Rebuilt engine, original carbs plus Weber conversion. Steel wheels, Body in primer. \$4,500. (209)957-5154, CA

1969 Triumph GT 6T - Green w/black interior. Good condition, must sell. \$2,500 obo. Ask for KC (209)524-7836, CA

1965 TR4 - White/red interior. Surrey top, rebuilt engine, fast. New tires, wood dashboard. Must Sell - Divorce! \$4,500 obo. Call California Relay - (800)735-2922, ask for (213)478-1057, ask for Bob.

1962 Austin Healey 3000 MkII, BT7 - Complete, needs restoration. \$7,500 (805)872-4259, CA

1976 Triumph TR6 - Yellow/black stripes/black interior. Recently restored. Hard top-many, many extras \$8,500. (302)422-2141, DE after 6pm.

1975 MGB - This car hasn't run for 10 years! Drive train complete, some body damage. Instrumentation complete, interior ruff. \$1,200. (702)265-2988.

1974 TR6 - Engine professionally rebuilt, 72,000 miles, many new parts installed. All receipts over \$5,000 invested. Needs top and paint. Sacrifice at \$3,500. (410)549-9410, MD

1959 MGA Coupe - English white, maroon interior. Engine/trans. overhauled 800 miles. New rubber front/rear glass. new bumpers/tires, etc. \$9,500. (904)781-7346, FL

1970 MGB - Bronze yellow, overdrive, 3 tops: hard, soft, tonneau. Low miles, well maintained, always garaged. Original owner 10/16/70. \$4,800. (408)449-2567, CA

1952 MGTD - Good solid car, no rust. Shop manual, side curtains, etc. \$12,000. P.O. Box 165, Kenner Dell, PA 16374

1950 Bentley Convertible - RHD, bright red, tan top & interior. Ultimate British Wind-in-your-face experience. \$39,000. (219)923-9696 Eves, IN

1976 Triumph TR6 - Restored, no rust. \$6,500. Robert (303)666-8403, CO

1972 MGB Roadster - Beautiful/pristine/original cond. Harvest Gold color/garaged/fine legitimate example of Marque. \$7,200. (805)488-1943, CA

1970 MGB Roadster - 40K, overdrive, wires, solid rockers. Needs 1/2 floors, with 1971 parts car, \$3,300 or trades. (717)285-2520, PA

1959 Triumph TR3A - Yellow. Moss leather seats. Owner from 1976. Have 2 notebooks (126 pages) listing parts and work done. \$12,000. (417)532-7778, MO

1973 MGB - 59,700 miles, British Racing Green, no rust, looks and runs good, same owner past 10 years. \$4,500 (520)282-0584, AZ

1967 MGB GT - Brooklands green, black interior. Wire wheels, new carpet. Strong engine. \$1,995. (618)235-2352, IL

1958 Morris - Stake flat bed with owners workshop manual. \$2,800. (909)982-2273, CA

1949 TC EXU - Restored in 1994, chrome wheels with SS spokes, WW tires, balanced engine, and much more. \$20,000. (209)368-9059, CA

1968 Triumph TR250 - Rare car. Runs good, strong engine, looks great. \$9,000 w/wire wheels and redlines - \$7,500 w/o. (419)353-1801, OH

1953 MGTD - 1969 MGB engine, otherwise authentic, very good condition, really goes. \$10,000 (609)466-0641, NJ.

(please see page 34)

Classic-Fied Ads

Continued from page 33

1964 MGB Roadster, Tartan Red/with new Moss black int and carpets. Quite tidy, engine needs tuning and minor cosmetics \$3500 obo (805) 683-2906 Eves. CA .

1978 MGB - 40k miles, elec. overdrive, show winner, new top, tires, battery. Body excellent, never wet - garaged. \$7,750. (716)225-5148, NY

1980 MGB, 34,000 mi., original vermilion color w/black interior, convertible, new tires, AM/FM stereo cassette, 4spd, tonneau, boot & cover accessories, garaged, exc. condition \$6,000 (317)841-3882 after 6pm, IN

1977 MGB - Bright racing green, tan top & interior. Mechanically a "10" over \$14,000 invested. \$6,200 (954)468-1626, FL

1964 TR4 - Red and white, new white top, red interior. Restored, runs great. Family increasing, must sell. \$4,995. (713)498-7387(w), (409)335-7581 (h), TX

1975 MGB, 60,000 original miles, excellent cond., no rust, always garaged. I am selling after 20 years. \$3,950. (217)784-8961, IL

1966 MG Midget MKII - 10cc engine (1098)

California car. New trans. and interior. Wire wheels, completely stock. \$3,000 obo. (415)347-0917, CA

1952 MG TD - Cream with red interior. Full rails-up restoration, only 2500 miles on newly rebuilt engine. Must sell, #13,950 obo. (310)541-7370, CA

1964 MGB Roadster - Fresh paint, new top, clean interior, head reworked, wire wheels, radio/heater inop. hard top/w/o glass. \$3,500. (541)447-7361, OR

1968 MGB -GT - Six wire wheels & a spare over-drive transmission. Titled and registered in Maryland. In good condition as a daily driver. \$2,000. (301)975-3621 Days, MD

1967 Land Rover 88 Station Wagon - Needs minor work to become a daily driver. \$750. (301)975-3621 Days, MD

1958 AH 100-6 - Frame off restoration completed 1987 - 19k miles on everything. Red/black, many spare parts including unrest. hard top. Asking \$13,500 (864)855-3709, Voice (864)422-5031, SC

1958 MG ZB - Has a little rust, needs paint. Extra engine. Very reasonable to good home. (509)588-5526, WA

1952 MG TD - Original, 85,400 miles, red w/black int., complete restoration. absolutely beautiful. Same owner since 1962. \$17,500. (520)825-6951, Jan - April or (319)583-4746, May -Dec., IA

1952 MG TD - Restoration completed May 1996. Arizona car, red w/black interior. \$18,000. For details & picture call (520)298-6091, AZ

1974 Triumph TR6 - Blue with light blue interior. 74,000 miles, overdrive and air conditioning. Needs new top. \$7,000 obo (316)683-4851, KS

1981 Triumph TR7 - Convertible, low mileage. original. Blown head gasket. Silver, black top, blue interior. \$4,000 or Trade? (414)426-4496, WI

1953 MG TD - Red w/biscuit interior. Partial restoration. Driven weekly. No rust. \$11,000 (305)595-6139, FL

1963 Triumph TR4 - White, black interior restored to show quality. Disc wheels, new top, tonneau. \$12,000 (412)741-7988 (D), (412)266-9063 (E)

1970 MGB GT - Good condition, wire wheels. \$1,250. Greg, (208)935-0142, ID

1962 MGA MKII Roadster - Excellent car, new paint, tonneau cover, hard and soft tops \$11,000 (909)889-2151, CA

1952 MG TD - Red/red, older restored original. Side curtains need plastic. Good condition in and out. (916)988-4181, CA

1966 Sunbeam Tiger - 260, V8, white, black interior, good condition. New top & tonneau, tires, everything works. \$14,500 (208)344-5157, ID

1973 MGB GT - Looks & runs great. New paint, no rust problem. Excellent mechanics. Must sell due to health problems. \$4,200 obo. (860)526-5932, CT

1952 MG TD - Red w/black leather interior, black top, rust free, minor restoration needed. \$11,000. Rita, (706)863-1314, GA

1977 Spitfire - Blue with hardtop. It needs some work. Original owner. \$1,500. (215)675-1749, PA

1955 MG TF1500 - 77,000 miles. 14,300 miles since complete rebuild. Very good condition. White with red interior. Carved dash. Parts. \$18,000 (714)547-2488, CA

1961 Austin Healey Sprite Mark II - Convertible. Restored. Rust free. Rarely driven. Immaculate engine. Top, tonneau, curtains, literature, papers, original shop manual. \$6,500. (516)352-1698, NY

1953 Alvis T21 Saloon - Beautifully restored \$10,000 (206)745-2345, WA

1976 TR7 Sports Coupe - Mechanically good, runs great. 4 spd. 98% original. Easy restoration project. Body almost perfect. \$3,900 obo (573)793-2847, MO

1974 MGB GT - Hard top, overhauled engine, new battery etc. dual carbs, chrome valve cover, chrome bumpers. Red with black interior. Driven daily. Everything works. \$5,500. (360)371-0791, WA

1961 Morris Minor 1000 "Conv." - Runs great, new tires, complete body work. New paint, light blue, new top. Complete new interior. Pictures available. \$5,100. (614)423-7830, OH

1967 A-H. 3000, BJ8 - White w/black interior. Very good condition, runs great. \$21,000 (209)372-8606, CA

1973 MGB - Solid body, little rust. Excellent for easy restoration. Mini trade or \$1,500. (315)855-4368, Central NY

1980 MGB Limited Edition - Black w/tan interior, new black vinyl top. Good condition, needs minor body work. 52,000 original miles. Garage kept. \$5,000 (610)838-6128, PA

1961 MGA Roadster - 89,700 mi. Body restored, no rust. Mechanics and interior 85% restored. Many new and used parts. Exterior: Old English white, interior: red \$7,500. Call for details. (717)689-9230, PA

1971 MG Midget - Body restored, needs new rag top. Runs good & looks good. \$3,500 obo. (219)982-8841, IN

1959 TR3-A - Ground up restoration, rebuilt motor. VTR winner. trailered, garaged, Signal Red. \$15,000 Firm. (908)469-2429

1964 E-Type Roadster - White w/red leather. Older restoration recently refreshed. 18k miles. 97.8 points at JCNA Meet. Drive & Show. 39,800 (805)966-7108, CA

1979 MGB - Three kids, no more time to restore. New clutch, brakes. wire wheels, \$2,500 obo. (714)589-4577

1956 MGA - 6k on restoration. Beautiful Red Imron paint, tan upholstery, chrome wire wheels. 2 tops, \$12,500. (714)586-6905, CA

1969 MGB GT - BRG, 4spd, black leather, wire wheels, beautiful engine. \$6,295. (502)348-5480 after 7pm, KY

1980 MGB -LE - Black, 4spd., black leather w/red piping, roll bar, hard top, oil cooler. \$6,500. (502)348-5480 after 7pm, KY

1969 MG Midget 1500 - Beautiful blue w/beige interior. Extensive work done, but engine still needs work. Original 50,000 miles & original engine. Extra convertible, 1 piece, top; extra 10" spouts steering wheel. Paint & Body in good condition. Want to sell. No reasonable offer refused. Call for more info. (409)865-3788, TX

1967 MGB GT. Yellow, newly rebuilt engine. Runs great! Good body, \$5,000 (541)352-6629. OR

1971 & 1965 MGB - '71 Running; '65 w/wire wheels. \$1,500. (910)861-6361/(910)861-7032 leave message, NC

1971 MGB GT - Original, solid, no disappointments. New carpet overdrive. A real find. \$6,000. (419)884-9357, OH

1950 MG TD, 54,000 mi. one of the very finest show TD's to be found. Orig. tool roll. \$18,200, Eves. M-F (310)542-4443, CA

1973 TR6 - Overdrive, Beautiful Damson (Maroon) w/tan interior, canvas top. Ground up restoration. Complete Show Winning. \$7,000 miles. Pictures available. \$12,000. (704)663-7661

1953 MG TD - Red w/black top, side curtains and upholstery (all new); new Michelins; one owner since 1964; excel cond.; \$14,000 firm (813)837-4495, FL

Allards - Will sell either 1948 M-1 (\$20,000) or 1951 P-1 (\$9,000). Flathead V8s. Call for gruesome details. (Write if you want to reminisce, call if you want to talk turkey.) P.O. Box 141, Redlands, CA 92373. (909)793-0513

1950 MG TD RHD - Body modified for road racing. Engine/Running gear = standard. 51 miles since ground up rebuild. \$12,000 (209)227-1346, CA

1955 MG TF 1500 = Pickup conversion. Ground up rebuild, all Coach(wood) work new. Spare in fender well, Fuel tank = MG-A. \$14,000. (209)227-1346, CA

1952 MG TD - Red w/tan interior. Engine/Trans. professionally restored 1996. New top & Side Curtains. \$12,950. Bob (502)361-7942, KY

1953 MG TD - #345 MGT Register. One Owner 35 years. Clean, strong. \$12,500. (214)348-6453, TX

1970 MGB Roadster - Red, driven daily through 88, garaged since. Chrome bumpers, knock-off hubs, etc. \$1,200. (516)727-7115, NY

1976 Midget - 55,000 miles. Guards Red, inc. bumpers, wire wheels. Drive anywhere - uses no oil. \$5,200. (317)642-5988, IN

1954 MG TF - Black/black top and black interior. All original. Mechanically perfect. Show condition. Absolutely Beautiful! \$28,500 firm. (717)288-9763, after 4 pm, PA

1954 MG TF - Top condition outside and inside. Excellent driver. British green, black fenders. Black interior. Wire wheels. \$14,500. Photos avail. (303)757-8106, CO

1977 MBG Roadster - 52k miles, original pale yellow with blk int. near showroom condition. \$4200 obo (713)980-9041(h) or (713)263-2595(w), TX

48 MG TC - good restoration project, \$10,000 obo.

67 TR4A - All rebuilt drive, solid, pristine car. \$5,000.

1969 MGB GT - All orig. rust free, 40k miles, 0 mi. motor, \$4,000. Call for details (408)423-5510, CA

1958 MGA Roadster - Professional body restoration (no body putty), MG red, Wire wheels, new top, tonneau and mats, seats redone in red leather like original, \$14,000 (505)345-5888, NM

1974 TR6 - I have driven Triumph's for 34 yrs. - This is one of the best I have seen. \$10,900. (423)694-6086, TN

1970 MGB GT - Rehaled engine. New starter, break/clutch master cylinder, alinator. Minor problems. Needs cosmetic work. \$1,500. (408)457-0228, CA

1976 MG Midget - Original red paint, luggage rack, garaged since new. New black top/ tires/ exhaust. No rust and beautiful condition. \$4,500 obo. (561)243-0162, FL

1968 TR250 - Orig. owner. super mint; royal blue; 51k mi. Sunny Sunday car, \$12,500 obo. (302)478-5054, DE

1979 MG Midget - Restored, excellent mechanical condition. Green w/tan leather interior. \$4,500. Car in Hilo, HI, Owner in VT until Jan. 97. (802)583-2415, VT, after 1/5/97 - (808)935-6933, HI

1974 MG Midget - 8000 mi. on rebuilt 1275cc engine. New paint, interior, convertible top. Completely restored. Always garaged. \$3,995 (360)678-7198, WA

1967 MGB Red, black leather interior, wires, overdrive. Rebuilt motor, tranny, 1 3/4" carbs, more. Many spare parts. \$5,300. (718)357-8666/(212)288-0700, Ext 241 (days), NY

1952 MG TD - Red body/Beige interior. Everything is new. Totally rebuilt engine, under 50 miles. Must be sold. \$15,000 obo. (206)836-3584/gscywalker @ aol.com.

1971 MBG Roadster - Repainted Deltron Black with new biscuit colored leather interior. No expense spared restoration. 1st in class winner, new matching top, chrome wires, dash, suspension and mechanicals. \$13,500 invested. \$9,500 firm. (704)324-4777, NC

1976 TR6 - Yellow, all original, clean, no rust, one owner, low mileage. \$7,000 firm (918)782-2842, OK

1972 MG Midget - DONE! (for GO, not SHOW) New paint, excel. top/interior. 65k. \$2,200. Second complete project car. \$500, Both \$2,500 (201)398-4168, NJ

1953 MG TD Red/black interior. 73,000 actual miles, very solid. Radial tires, same owner since 1978. Asking \$12,000. More info. call (616)538-2515, MI

1971 MG Midget - Red w/black interior. Garage kept. Weber carb. 34,000 miles. Excellent shape. \$4,200 or will trade for restorable Tur, MGA or Coupe. (412)364-4766, PA

1979 MGB - 30,000 miles, Red in color. All original. MAKE OFFER, (402)654-2426, NE

1952 MG TD - Been in my family for 36 yr. Very orig. condition. One ground up restoration in 1962. Many new parts (all from Moss) still in boxes. Needs paint job. \$12,000. Mac, (561)845-0201, FL

1968 MGC GT - Automatic tranny, new interior, many new parts, orig. car, no rust, 53k, always garaged, winter storage. \$5,200 (516)261-6878, NY

1976 Jensen GT - 23,000 orig. miles. New tires, battery, stainless exhaust. Lotus engine, 5 sp., A/C. Only 265 produced. \$7,900. (508)655-5965, MA

1951 MG TD - white w/tan leather interior. Restored ground up 1989. Driven in the summer. I have owned the vehicle since purchased by me in 1970. (502)886-0251, Fax:(502)886-0252, KY

1990 Jaguar XJS - V12, convert. red, black int. w/black top. 36,500 mi. Beautiful! \$22,000. For details: Patricia (513)423-8883, OH

1966 Triumph TR4A - 86,000 miles. All original or restored. Black. Looks & runs great. \$9,600. (816)646-6004, MO

1976 Triumph TR6 - Recently painted British Racing Green. New tan interior, rebuilt front end, clutch, brakes, carbs. & more. New tires. Looks & runs great. \$8,500. (501)666-6616, AR

1980 MGB - Limited edition w/non working overdrive. Black, new clutch, rebuilt engine, new top, original paint. Injury, inability to drive forces sale. Same owner 11 years. \$5,200. (360)225-5796, WA

1959 TR3A - Red w/black interior, buff top and side curtains, wire wheels. Show winner. Drive trouble free \$12,800. (607)723-6020, NY

1974 1/2 Triumph TR6 - 2nd owner, 75k mi., totally restored ground up. Stock, photo documented. French Blue lacquer, Redlines, black int. \$12,500. (909)860-0434

1965 MG 1100 Sedan - Runs & Rolls as seen at UML's Summer Party. \$1,000 or trade. (216)941-3625, OH

1974 TR6 - Yellow with black houndstooth cloth interior. Rebuilt motor & differential. Dual Weber carbs., Monza exhaust. New Mexico car. \$5,000 (517)548-5255, MI

1974 1/2 Rubber Bumper MGB GT - One on only 1248 imported. Needs complete restoration. \$700.00. (615)648-1489 (h), (502)798-9313 (w), TN

Austin Healey Bugeye Sprites - THREE FOR SALE. Three rolling vehicles. These cars are not rustbuckets, doors fit well, hinge boxes ok, lower door hinges good etc. Some have already had some sheetmetal work done ... floor and rocker etc. Vehicles are stored dry in Southwest Missouri, mechanical parts are in Lee's Summit, MO. \$3,000 obo takes all. Call For Details: (816)246-4350, MO

1950 MG TD - Straight car to restore or drive as is. No rust, many new Moss parts, 4:30 gears. Must sell. \$6,900 obo. (616)751-8216.

1952 MG TD - MKII, Great for restoration. Stored inside for 30 yr. A bargain at \$5,700 FIRM (616)751-8216.

1951 MG TD - Rolling body, perfect wood, very little rust, stored inside for 30 yr. Includes some misc. parts. \$3,200 firm. (616)751-8216

1971 MGB Roadster - Wire wheels, looks good, drives good, new alternator, radiator, gas tank, brake rotors, exhaust, ignition, and more \$1,650. (616)751-8216.

1952 TD Owned since 1958, 62k mi. Excellent condition inside & out. Rust free \$10,850. (913)642-2012

1972 Midget - Fine car throughout. 76k mi. Wires, exceptionally clean, no rust \$3,650. (913)384-1269, KS

1961 MGA Roadster - Beautiful car, runs great, wire, no rust, Excellent condition. White. \$7,995. (913)362-3453, KS

1958 MGA 1500 - Red w/black top and interior. Completely restored. Wire wheels. Side curtains. Luggage rack. \$10,000. (404)873-4144, GA

1970 TR6 - Red/black, Exc. Cond., dry country car, low mileage, hardtop & access. including Mich. Redlines. Priced to sell \$7,500. (509)375-3248, WA

1960 Jaguar Mark X 4.2 Sedan - Right hand drive, black paint, Connolly leather interior. All new interior wood. 60,000 orig. miles, California car, complete mechanical & cosmetic restoration. Absolutely flawless. \$14,000 or trade for late model Volvo, Jeep, MBZ, or Cadillac. Benny (818)789-8345, CA

1952 MG TD. Cream/Green int. Older restoration but new Moss int. top, spare wheel cover etc. Many spares. \$9995. (805) 683-2906.CA.

1971 MGB Roadster - Red w/black interior. Restored body & interior. Rebuilt engine only 5,000 miles. Original owner. California car, rust free. Includes hardtop, ragtop, tano cover. \$8,500. (415)854-7832, CA

1978 Triumph TR8 Auto - Runs but needs work. New body parts included. \$1,500 (205) 375-6125, AL

British Car Events Calendar

1997

Can't wait for 1997? Got over that feeling of being "car-showed" out? Well here we go again with a brand new season stretching out before us, so let's have the dates of YOUR events as soon as they are fixed and we'll include them in our British Events Calendar. This is the only way to reach the huge audience just waiting out there to get to another car show. Send details at least two months prior to publication to: Events Calendar, Moss Motoring, 440 Rutherford Street, Goleta, California 93117. For starters, here are some of the main events taking place in 1997:

MARCH, 1997

- 16 Spring Fling III, Lake Helen, FL, (908)789-5749
- 22 7th Annual British Car Day, New Orleans, LA, (504)466-2717

APRIL, 1997

- 25-27 GOF Mk 31, Titusville, FL, (407)671-6888
- 26 BRITFEST '97, Moss Motors, Dover, NJ, (201)361-8314

MAY, 1997

- 3 British Car Gathering, Townsend, TN, (423)984-8711
- 18 British Motor Classic, Mt. Laurel, NJ, (609)778-3695
- 18 British Car Meet, Richmond, VA, (804)758-2753

JUNE, 1997

- 1 Red Mill British Car Day, Clinton, NJ, (908)735-5417
- 14 Heartland MG Regional, Independence, MO, (816)941-8454
- 25-29 VTR National

JULY, 1997

- 10-12 MG '97 International MG Meet, Amherst/Buffalo, NY, (716)674-6073 day, (716)683-9380 eves.
- 17-20 Moss British Car Festival, Buellton, CA, (800)235-6953
- 22-24 GOF Central, Merrimac, WI, (414)549-1775

AUGUST, 1997

- 10-15 Healey International '97, Park City, UT, (801)942-5259.

SEPTEMBER, 1997

- 20-21 Colorado English Conclave, Arvada, CO, (303)755-1399

OCTOBER, 1997

- 10-12 Triumphest, Laughlin, NV, (602)924-3565

Background Noise

Robert Goldman



We
Left
Our
British
Car
at
Home

Being too young to have learned my lessons well in conscripted military service, I had to speak up and volunteer for registration duties at the first Moss Motors British Car Festival. Registration Chairman sounds like a fun job – just imagine the power – but in practice it means getting up early three mornings in a row. I also get to play cop while everybody else has fun blasting in and out the gate in their mini vans.

Mini vans? What have mini vans to do with the Festival? I see virtually every car which rolls through the gate, and what I'm seeing disturbs me. Folks are embarrassed to bring their British

cars. They feel that all cars must be show quality, or kept from public view. From what primordial ooze has that idea filtered, to blur our vision and clog our collective judgment?



Fully 25% of the British car owners attending the Festival left their cars at home. Admittedly, many of these are undergoing repairs or restorations and simply cannot attend, but a significant number do run and could be driven to the ranch. In terms of hard numbers, we're talking about another 50 British cars at the event. Its like showing up at a costume party to see the costumes, but everyone wears their street clothes.

Spectators are certainly welcome. In fact the number has grown each year. This year, for the first time, we had quite a few campers who don't own British cars, but heard about the event and figured it would be a lot more fun to camp at Flag is Up rather than the local KOA.

While we don't want to discourage these folks, they may start wondering what's up when 800 people come to look at the only three British cars still being driven.

Having spent four years working the gate, my award for the folks having the most fun goes to two non-show quality vehicles. There were the two ladies who drove down from Oregon in their MGB. The car was a rubber bumpered daily driver. They had alternator troubles. Eric Wilhelm, our conscripted volunteer technical advisor helped them repair the car's ailing electricals. The ladies stopped at the gate on their way out. "We're running again, and by the way, can we keep Eric." "Uhh..." How does one respond to such a question?

Significantly, they experienced teething problems throughout the weekend and had to revisit the tech area again and again. Eric's presence had nothing to do with their need for assistance...yeah right. Did they place well in the popular vote balloting? Who knows, it hardly matters. My other favorite participants were the two men in an MG Midget.

The Midget returned from its first outing with an in-cockpit exhaust system, as in the component parts were in the cockpit rather than under the car where they belong. Over the din they shouted, "Where's the muffler shop." Later, hasty repairs having been made, the Midget was off for its next driving event. Not surprisingly, They returned soon afterward with the exhaust system once again occupying the third seat. One of them later suggested the Festival is nothing more than a ruse to cause excess vehicle wear. I assured him that was in fact the case, and new exhaust system parts were 15% off all weekend. We had the temporary speed bumps, specially installed throughout the area, removed the following week.

One of the original criteria for the British Festival was that it be oriented toward fun. This implied a reduced emphasis on showmanship. We appreciate the extensive effort required, both economically and in terms of time to build and maintain a winning show



car, but we also want to remind everyone that the Festival does not exist to promote the Sunday car show. If you don't want to be judged, just say so by leaving the car number card off the windscreen on Sunday morning. Or, as I often do, make up some outrageous story for the "Special Features" line. Don't forget, this is a popular vote show, not a concours—"Free beer buys friends (and their votes)."

There is always a place for the daily driver. One thing owners of unrestored cars may not realize is that these cars are a tremendous resource for other owners. Many are the times I recall top show car owners pouring over the original details of an unrestored car. There are any number of reasons to bring the car you left at home in 1996. Not the least of which is the fact that I secretly recorded the comments of all those who made excuses from the air-conditioned comfort of their Ford Explorers. If you try again in '97, we'll go to the video tape and embarrass the heck out of ya'.



Proper attire—A British car owner seen sneaking into the Festival in modern iron.

Oh, wait! I have just this moment decided, and without permission of the management, to give an extra special award in 1997 to the car which is seen driving all weekend, but appears most in need of restoration. I have to go now and prepare. I'll be seeing you at the Festival, in your *BRITISH* car, next July.