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*Feature*



**Feature**



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Your  
Story

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## On the Cover:

Justin Jurgens has been working at his Dad's shop, British Sports Cars in San Luis Obispo, CA, since he was 10 years old. Check out his story on page 14.



# AN OPEN CALL TO BRITISH AUTOMOTIVE JOURNALISTS.

*(and those who missed their calling)*

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Editorial contributions to Moss Motoring are welcomed, and should be emailed to [editor@mossmotors.com](mailto:editor@mossmotors.com) or mailed to Editor – Moss Motoring, 440 Rutherford St., Goleta, CA 93117.

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# A DAY WITH *Grace*

By Robert Goldman



**M**y friends, if I had any, would tell you I'm not famous for charitable enterprise. In other words, if someone were to recommend we spend the day helping little old ladies cross the street, that someone likely would not be me. Grace, the Drive Away Cancer Austin Healey we've been following these many months, on the other hand, cares not a whit for any personality issues. She cares only about people in need.

So, when I told John Nikas, Grace's caretaker, my fee for a week's worth of the Moss Motors' Austin Healey Mechanical Works and Auto Spa would be to drive the car, John responded on Grace's behalf, "I'm sure you can find an appropriate venue for her."

My vision of tire squealing blasts up and down Old San Marcos Pass probably did not jibe with what Grace, as translated by John, had in mind. She heard a rumor the American Cancer Society was holding their annual Relay for Life event in Solvang, and as her caretaker for the weekend, Grace and I, of course, should go there.

Early Saturday morning, we drove all four blocks to Solvang Park, chose a "pole position" parking spot, and prepared for battle. I had Sharpies out and ready for car signing duty. My "Explanation of Grace" spiel mentally practiced to the point of Blue Angels demonstration team precision...

Have any of you ever worked in a trade show booth? After four days standing in McCormick Place, or the Las Vegas Convention Center, etc.,

you'll feel as though you just walked across half of Europe, carrying rifle, pack, and a couple of mules. As an experienced trade show campaigner, I prepared in the expected manner.

With Grace, however, I wasn't selling anything. Having spent the last 35 years of my life connected with the sale of British sports car parts, for the first time ever, it wasn't about selling parts. This time it was all about people, and empathy for strangers who through no fault of their own have battled or watched friends/family/coworkers battling to stay alive.

Fortunately for this fish out of water, Grace took the lead. She drew people in. Some had seen her on TV, or read about her in the papers. Others, wondering what it was all about asked if anyone could sign the car. The non-sales pitch seemingly wrote itself. When folks asked if they could sign the car, my response was to say go ahead, and why not sign on behalf of someone you know or have known who has battled cancer. That pretty much covers everybody.

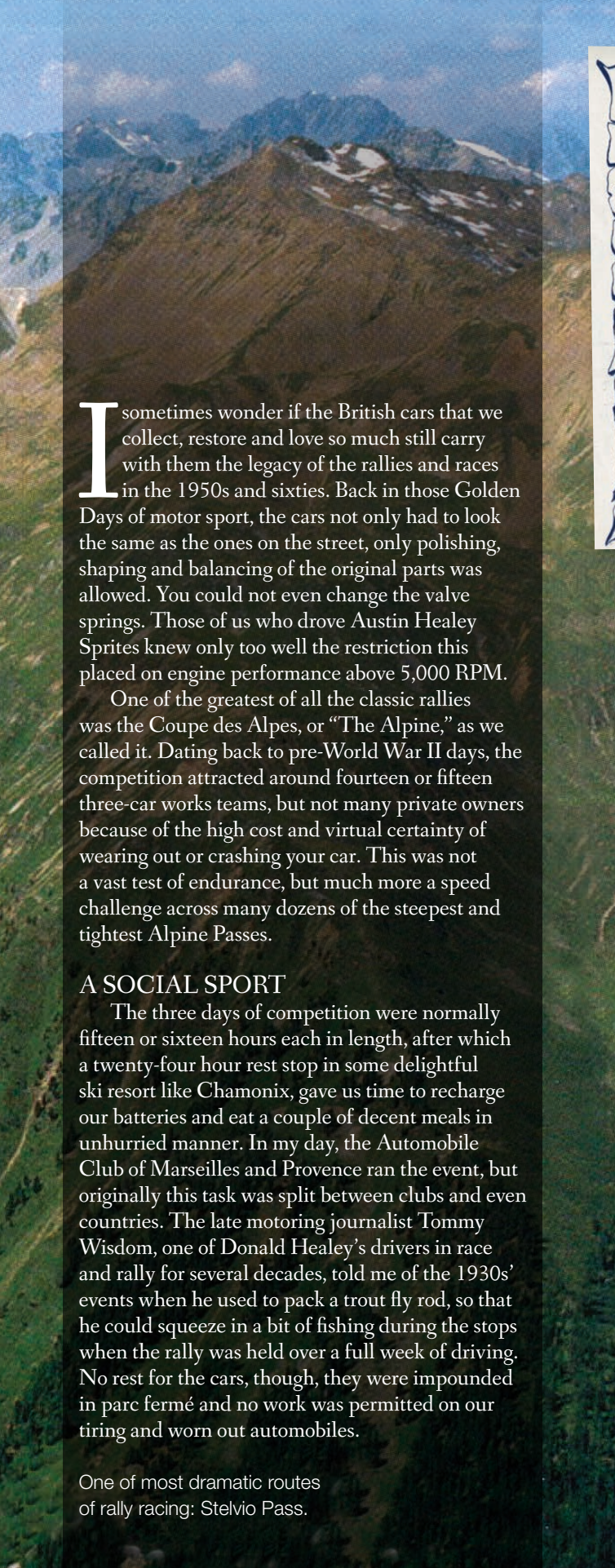
On Sunday we drove down to the Wheels and Waves car show in Santa Barbara. Although I wasn't sure if they would take walk up registrations, John had previously assured me Grace could talk her way into any show. We spent another day together, offering support and consolation as needed. I signed for my cousin and grandmother, helped find spots for others to sign, and even convinced Grace to let me drive her over San Marcos Pass with the windscreen down. FYI. Juicy bugs are the best, they're easier to swallow. *MM*



*To* **JOHN** *Race the Alps*  
**SPRINZEL** The legacy of yesterday's mountain climbers







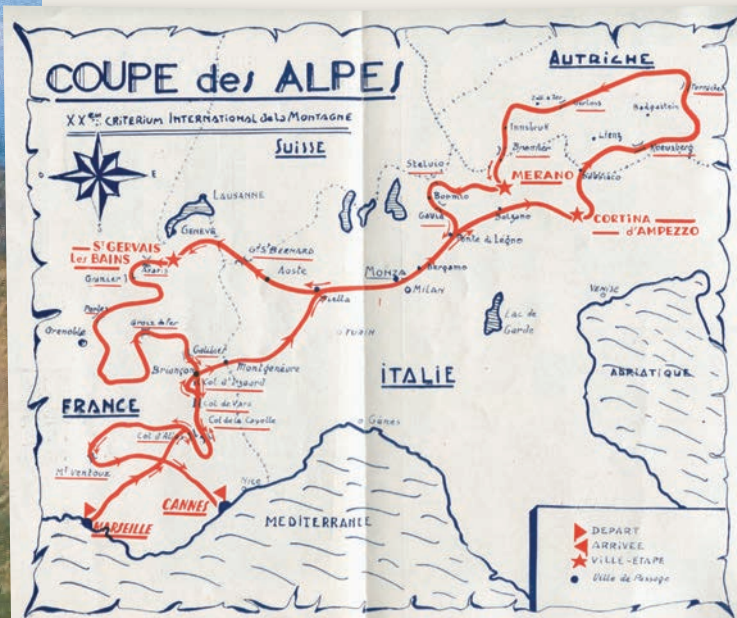
**I**sometimes wonder if the British cars that we collect, restore and love so much still carry with them the legacy of the rallies and races in the 1950s and sixties. Back in those Golden Days of motor sport, the cars not only had to look the same as the ones on the street, only polishing, shaping and balancing of the original parts was allowed. You could not even change the valve springs. Those of us who drove Austin Healey Sprites knew only too well the restriction this placed on engine performance above 5,000 RPM.

One of the greatest of all the classic rallies was the Coupe des Alpes, or “The Alpine,” as we called it. Dating back to pre-World War II days, the competition attracted around fourteen or fifteen three-car works teams, but not many private owners because of the high cost and virtual certainty of wearing out or crashing your car. This was not a vast test of endurance, but much more a speed challenge across many dozens of the steepest and tightest Alpine Passes.

## A SOCIAL SPORT

The three days of competition were normally fifteen or sixteen hours each in length, after which a twenty-four hour rest stop in some delightful ski resort like Chamonix, gave us time to recharge our batteries and eat a couple of decent meals in unhurried manner. In my day, the Automobile Club of Marseilles and Provence ran the event, but originally this task was split between clubs and even countries. The late motoring journalist Tommy Wisdom, one of Donald Healey’s drivers in race and rally for several decades, told me of the 1930s’ events when he used to pack a trout fly rod, so that he could squeeze in a bit of fishing during the stops when the rally was held over a full week of driving. No rest for the cars, though, they were impounded in parc fermé and no work was permitted on our tiring and worn out automobiles.

One of most dramatic routes of rally racing: Stelvio Pass.



Map from the 1959 Regulations packet.

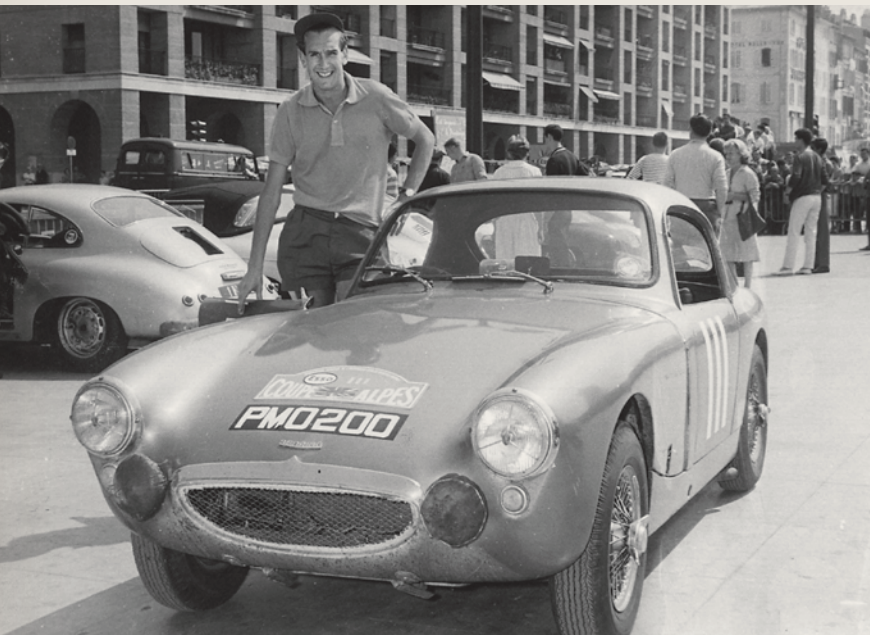
Another challenge was the short length of the stages themselves, mostly just thirty or forty minutes of hectic motoring, which gave little or no time for any service or repairs and of course the special stages over the mountain sections were at target speeds which were barely achievable. To make it worse, the timing for each of these sections was set at what had been achieved by the fastest car in each class the previous year. Additionally a number of pure speed hill climbs were set, where one had to be within 10% of the fastest time to remain unpenalised, which meant that our Sprites for example, were hard put to keep within sight of Ferraris and Porsches when it came to climbing steep mountain passes. Downhill was not such a problem except for the nasty smell of fading brake linings in the pre-disc era, and the occasional gasps from the co-driver. We had been known to push open both doors on the Sprite in order to give a little air-brake assistance to the slowing procedure when descending towards unfenced hairpin bends.

## PEAKS TO CITY STREETS

In addition to a couple of days on the French and Austrian Alpine passes, we were also obliged to trek across the minor roads of Northern Italy to Monza, for a succession of five lap races where each class competed. This was a simple ruse to prevent any of the competitors from using a very short final drive, which would obviously help in climbing mountains, but would severely restrict top speeds and drop one far more than ten percent behind the fastest speeds which were possible on this very fast track in the days before all the Mickey Mouse chicanes were incorporated to try and slow everything down.

After that, we headed into the Dolomite Mountains, where the passes went up to around 9,000 feet or so—fairly smooth on the Stelvio, with its 48 hairpin bends, but far rougher on the unmade tracks of the Gavia and Vivione. An odd thing





1961 Alpine Rally, on the quais in Marseilles. The rally was usually so hot that most crews wore shorts.

for this altitude was that SU carburetors managed to compensate for the change in air pressure, while the Webers did not. As the Healeys were by now running triple Webers, the team was accompanied by an ace mechanic whose job was to change the jets at the start of this trio of climbs, to allow the cars to use maximum power on the climbs, and then to change the settings back to normal at the end of the section.

Up until 1958, the rally ended with a five lap race at the circuit of Pierre Wimille. Set close to the Le Courboisier designed housing complex, this mini-Monaco course included curbs and roundabouts and tight corners on roads that were oil saturated from heavy daily traffic in the very hot conditions of the South of France. With the prize giving table of awards not too far away, people did

not take too many risks, but it was certainly a fun way to end one of the finest events in the calendar.

### THE ELUSIVE CUP

The object of the rally was to maintain an unpenalized run throughout at the seventy or so timing points, thus winning you a “Coupe des Alpes.” Very, very few of these were awarded each year, and to win three in a row gained a Gold Cup, of which only two were ever won in my day—by Ian Appleyard in a Jaguar XK120 and by Stirling Moss in Sunbeam Alpine sedans. Two others earned Gold cups in the seventies.

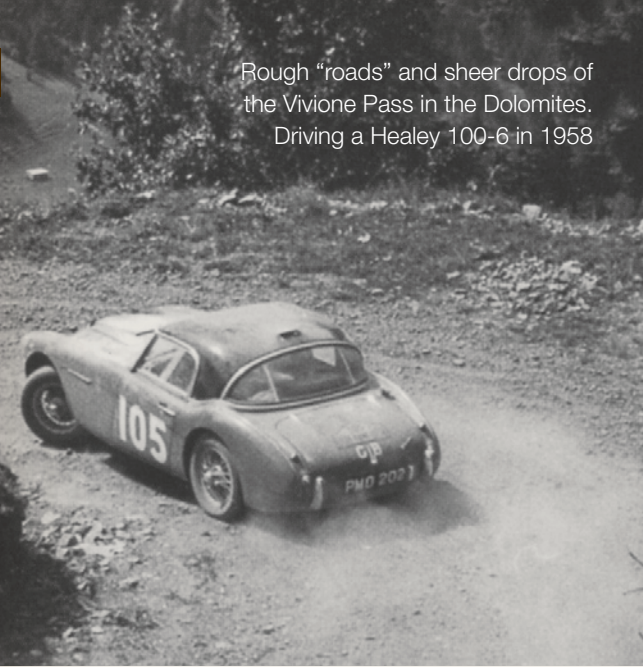
Half a dozen folks won Silver Cups for three non-consecutive penalty-free runs, and among these were Healey’s Morley twins, Donald and Erle, who dominated the event in the early sixties

Don’t always get lucky. In second place among the GT cars, on the final stage, the steering column came adrift from the rack.





Rough "roads" and sheer drops of the Vivione Pass in the Dolomites. Driving a Healey 100-6 in 1958



with their Austin Healey 3000. Stirling's third win was in spite of losing a couple of gears and, as you have to have them all working at final scrutineering, he managed to fool the inspector by chatting furiously (something that was not unusual for him anyway) while stirring the selector in and out of first and then in and out of top, slipping the clutch as required, and presenting four forward gears and passing the check. That same year, one of the tests was a speed test on a Freeway, where the average speed was one hundred miles per hour. As it was absolutely teeming with rain, Stirling inflated his tires to around sixty pounds per inch, and was the only member of the Sunbeam team to achieve this speed and remain without penalty.

Sadly, the increasing traffic even on the minor mountain roads during the summer days when

the rally was held put an end to this magnificent challenge. The cost of policing every single junction on the route became impossible to finance out of the entry fees and all we have left are some super memories. If you ever get the chance, the Shell film of the 1958 Alpine Rally, remains one of the finest portraits of the challenges of rallying in those Golden Days. Dozens of cameramen followed us around, driven by serious professional drivers, which produced some of the most accurate scenes of the danger of rallying. Only the sound track—dubbed after the event with recordings made at a British race track—is a little suspect. Even I cannot ever remember tires squealing on loose gravel surfaces. *MM*

To view the Shell film, search "Coupes des Alpes" on YouTube.

1958 Sprite on the way to a class win on it's first International outing. Climbing Mont Ventoux. The cuts in the bonnet are to get at oil and water, as I had knocked and jammed the handle which opens the front.



Three of the Stelvios' 49 hairpin bends.



# SHORTCUTS



## Movie Magic with an MG-TC

MossMotoring.com/the-way-we-were

Whatever happened to that British Racing Green MG-TC in the academy-award winning film, *The Way We Were*? For seven years before the film was released, and for the 39 years after, we're happy to report it's been at home and cared for by Ron Fiore. When the silver screen called, Ron answered, and he has his own unique story to share about this film classic.

Read Ron's story at MossMotoring.com/the-way-we-were



## She Wanted Me to Have the Car

July 26, 2012 | Mail from Alan Friedberg

"Instead of going to my usual spot to dispose of used oil, I decided to go a little closer to home and went to a local service station instead. The used oil containers were at the back of the station and as I was emptying my oil jugs I happened to look over at some cars parked along the trees at the rear of the parking lot. There sat a very dirty, faded '77 MGB."

Read more at MossMotors.com/facebook



## Rust Repair – Part 1

By Moss Employee Eric Wilhelm

I once saw a TR250 collapse in the middle when lifted by a tow truck; when set back on all fours, the center portion of the frame was resting on the pavement. Rust, caused by road salt and neglect, was responsible. Even in areas where road salt is not used, rusting agents may be present which literally eat holes in automobiles...

Read the full tech article at MossMotoring.com/rust-repair-part-1

## Take these ShortCuts for a ride.

*Quite possibly the biggest drawback to printing a magazine, such as the one you are holding, is at some point there's got to be a back cover. In our files and inboxes at the office here in Goleta there are so many more stories, tech tips, news, and good times than these paper pages could ever hope to hold.*

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*Take these ShortCuts for a ride. And when you've got the time, a question, or a lingering curiosity, drive your mouse for a longer look.*



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# TR-666

## Can a Healey guy get along with a TR bloke?

By David Allen Prado | Photos by Andy Medina

I can't get the yellow TR6 out of my head. The car screamed seventies' 8-tracks and shag carpet. It was an unusual shade of color and I'm surprised I liked it as well as I did. I wouldn't have thought a car could pull it off. The bigger surprise, however, was meeting the driver, Bryan Passman.

As I stood staring at the car, a gruff, grizzly man with huge shoulders and a big grin approached me. "That's Colonel Mustard," Bryan said proudly. "He's my daily driver." He walked me around the car and with only the slightest provocation a friendly debate ensued about whose straight six was the best. An utterly pointless yet endlessly entertaining argument that would spawn a great friendship.

The Six is the kind of car that's owned by bare knuckle boxers and folks with handle bar mustaches. It's at home parked in front of the local pub or barber shop. Driving a TR6 is akin to receiving a right cross to the jaw and asking, "Please sir, may I have another?" You'll find yourself in a world of scotch and cigars, inappropriate hand gestures and open challenges of all sorts. Restraint is the exception not the standard, and your imagination explodes with images of bar room brawls the world over started by blokes trying to match the sheer masculinity of their cars. Folks who drive this TR are most certainly a breed apart. They have five o'clock shadows shortly after breakfast, and above all, enjoy seeing Big Healeys in their rear view instead of in front of them. At least Bryan does.

Bryan said half jokingly, "When I got my car I added another tattoo, when you got your Healey you most likely bought another derby hat." He was right, of course. I have many at this point. Like myself, Bryan is the second generation owner of The Colonel and by naming his son Preston Maxwell he has ensured that the car will see a third generation inside The Family. He remembers fondly the day his uncle Corey showed up with the TR and a cigar. "I always wanted a muscle car right up to the point I heard that straight six rumbling towards me with plumes of smoke streaming from

the driver." Bryan instantly grew a beard at the sight of Colonel Mustard and his wife Jessica was elated they finally had an old car in the family. Uncle Corey restored the car and couldn't think of anyone more deserving, or manly, to give this British street fighter to. The Passmans joined their uncle's British car club and soon became key players in planning events and keeping the tradition of British motoring strong in the community.

Driving in The Colonel with Bryan is a firm reminder of how to drive a proper British Sports car.

Bryan pushes the car hard into the twisties, braking late and getting on the gas early. I said out loud, "A little aggressive today, eh Bryan?" He gave me a wry smile and said, "A Healey man would say that." The TR6 screams down the tree-laced roads, the overhead valve symphony loudly proclaiming "British or die!" and the six is hungry for some action. The gearbox, in classic British fashion, has







just the right amount of throw and the gearing suits Bryan's driving style. We finally reach a stoplight, and after a few moments of silence Bryan simply states, "Fuel injection is garbage." Definitely my kind of guy.

Now the TR spirit is taking over me and I can finally see the single malt man emerging. This car grabs you in a primal way.

"I love the smell of exhaust in the morning," Bryan says. "Why wake up and drive a computer when you have to sit in front of one all day?" He explains his reluctance of having Jessica drive the TR6 for fear of her growing chest hair, and beating him to death with a Maglite upon returning from her drive. Still, he wisely relents to her requests. The car has affected everyone in one way or another. Murphy, the family dog used to be a sweetheart, but now if a stranger approaches the Triumph he starts to growl and foam at the mouth. A proper British sports car dog!

Bryan tried to explain how "the car knows when I need it to brake." A concept I don't yet fully understand; it must be a Triumph thing. As we arrive at our destination, I'm grateful I'm still in one piece and Bryan has thoroughly put my driving habits to shame. He lights his cigar and says in reflection, "The only problem I have with this car is I was hoping to buy something to work on, but nothing on this car likes to break."



There are many more granite-jawed TR guys like him who uphold the proud tradition, but this one is my friend and I shall keep fiddling with my Healey until one day Colonel Mustard is in my rearview.

But now, every morning, most likely on purpose, I am startled from my sleep by a faint echo that grows into a cacophonous howl. The Colonel's route to work passes my house and has made itself my alarm clock. I am reminded of what my dad used to say—"If you ever need a dose of manliness, get yourself a TR, that should fix it relatively quickly." *MM*

Read David's Young Healey column at [MossMotoring.com](http://MossMotoring.com).



# Young Blood

By Royal Lichter

*“What the heck is that?” a pedestrian on the corner yelled out. I grinned and introduced my '63 MGB, a car that's twice my age.*

**B**ritish cars were never completely foreign to me. My dad had a really awesome E-Type. He was a huge British car nut ever since he bought a 1965 Spitfire at age fifteen. Through college, he drove MGBs and Healeys.

I loved the Jag as a kid, always wanted to go for rides in it. He sold it in 2000 due to excessive tappet noise—the motor was getting tired. I think he thought he threw in the towel forever. But when I started looking at my dad's pictures from college I thought, hey, why don't I get an MG? I can afford that!

In July 2008, at the ripe age of 20, I purchased a late MGB. Being mechanically inclined, I did the work myself. Original style parts only—I'm a hard line “showroom condition” guy. It turned out to be a great car. I had a ton of fun and I really cut my teeth on it. Bleeding brakes, tracing electrical problems, setting the timing—basic stuff, but fascinating to be exposed to the first time.

The car blew a head gasket, so we decided to lay it up and start working on it. In the meantime, I was exposed to a few more British cars: a TR4A, Series 2 E-Type, Jag D-Type replica, Austin-Healey 3000 ... an identity crisis in the making. Which of these cars did I love the most? At the end of the day I kept coming back to the MGB. There's just something about the shape, the unibody construction, the styling, the venerable B-Series motor. You feel a connection to it. Even in modern times it still holds its own. It's a love affair. It's in my blood. Who knows, maybe there's a tattoo in my future?

In the fall of 2011, I developed an intense itch for a very, very early MGB ... and I found the Holy Grail: 1963. Red. California car. Original. Gorgeous. My standards have been raised. This is as close as I've come to having a serious girlfriend yet.

I'm pretty sure if I were in any other class of vehicles I wouldn't be a car nut. There's just something really special about an MG. From Lucas electrics, to Girling hydraulics, to SU carburetors—the cars are just too cool. Any guy or girl my age can do it—I promise! It's not hard to keep the carbs in tune and the generator charging. You'll be unique. Your friends will think you've got a screw loose, but who cares. These are truly the greatest cars out there, and they always will be for me. *MM*

*Favorite British Ale: Fuller's London Pride*





## BEST DRIVING SONGS



Along with the exhaust note of our LBCs, our lives have soundtracks that carry us down the road. Here are the favorite driving songs as voted by our readers:

- 1 Radar Love**  
Golden Earring
- 2 On the Road Again**  
Willie Nelson
- 3 Take It Easy**  
The Eagles
- 4 Born to Be Wild**  
Steppenwolf
- 5 Take Me Home Country Road**  
John Denver
- 6 Hot Rod Lincoln**  
Commander Cody and the Lost Planet Airmen
- 7 Low Rider**  
War
- 8 It's a Four-Way Tie:**
  - Running Down a Dream**  
Tom Petty & The Heartbreakers
  - Jessica**  
Allman Brothers
  - I can't Drive 55**  
Sammy Hagar
  - Everybody Wants to Rule the World**  
Tears for Fears

For a list of everyone's favorites, visit [MossMotoring.com/road-songs](http://MossMotoring.com/road-songs).

Place your vote for the next Top 10 at [MossMotoring.com/top10](http://MossMotoring.com/top10)

# Sparkling the Next Generation

By Steve Hanegan



In recognition of the challenges the classic car hobby faces with an aging population of enthusiasts, the MG Car Club Northwest Centre has been exploring new approaches toward fostering interest among the younger generation.

There is a vocational high school in our area that has a sophisticated and large automotive technology program. Early this year, Paul Feuerpfeil of the MG Car Club contacted the program's instructors and arranged for the club to bring several cars to the Sno-Isle Technical Skills Center for a "show and tell" day. This turned out to be a spectacular hit.

On a Friday, more than a dozen assorted MGs and one slightly scruffy classic Mini Traveller showed up at the school. When the kids piled out of the shop, their eyes were wide and the conversations started flowing. Questions abounded on carburetors (what is that thing?), drum brakes and right hand

*continued on page 13*





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The driving season is coming to a close and now is the time to overhaul and rebuild. Perhaps its a smoky engine, grinding gearbox (that's my issue), a whining differential (that was last winters project) or a cooling system that was on the brink of overheating. We have the parts to repair these key systems on sale so you can get a jump on them. This is also a great time for your club to do a tech session on rebuilding one of these major components. And while you're at it, why not invite over the local high school shop class so they can watch, learn and participate.

Happy Motoring,

*Shawn Carlberg*

Marketing Manager

\*Only parts that are on the schematic are on sale (part of the line listings). Accessories listed on these pages are not on sale.



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## AUSTIN-HEALEY Fall/Winter 2012 Catalog # AHY-113

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Cooling ..... see pages 20-21      Gearbox..... see pages 50-51, 56-61

## SPRITE-MIDGET Fall/Winter 2012 Catalog # SPM-88

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## MGB/MGC Fall/Winter 2012 Catalog # MGB-88

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## MGA Fall/Winter 2012 Catalog # MGA-113

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## TRIUMPH TR2-4A Fall/Winter 2012 Catalog # T24-113

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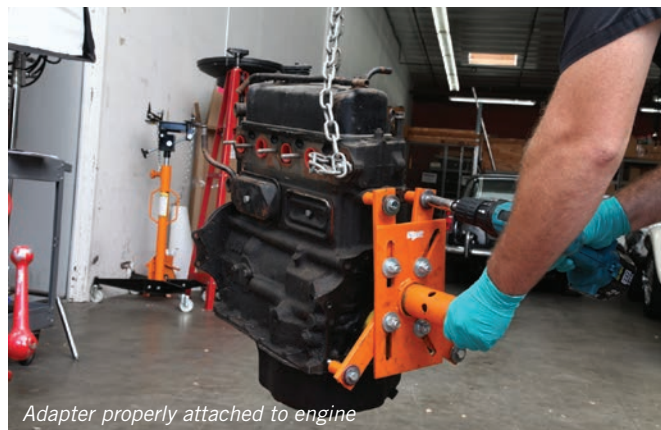
# Disassembling and Inspecting a Classic British Engine

By Hap Waldrop, Acme Speed Shop

There's an old saying, it's always easier to take something apart than it is to put it back together. This, for sure, is the case with engines, but there are lots of things an engine can tell you when you disassemble it for rebuild, if you look for them. Your first order of business is to have a shop manual, don't even attempt to do this job without one. Moss carries manuals for your car, and I highly recommend you purchase one.

## GETTING THAT LUMP OF IRON ON THE ENGINE STAND

First off, let's get the engine on the engine stand, sounds easy enough, right, but there are a few hurdles to jump here. Most universal engine stand adapters mount to the rear side of the block, and you will need to remove the clutch, flywheel, and engine back plate before you can mount the engine to the adapter, otherwise you would not be able to remove the crankshaft once it's on the engine stand. The next thing to make sure you have is the correct bolts in the proper lengths needed to mount the adapter to the back of the engine block. If you are new to British engines, you'll immediately find out they use mostly SAE fine thread bolts and nuts, not always easy to find at your chain home improvement stores, so a well stocked local hardware store, or fastener specialty store will be your best place to find the right bolts.



Adapter properly attached to engine

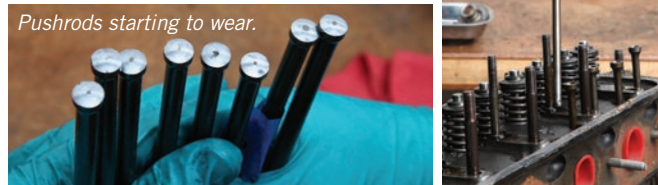
## CYLINDER HEAD, PUSHRODS AND TAPPETS

Ok, let's get started with the actual disassembly of the engine. I tell people all the time the proper sequence will make this job a lot easier, both in disassembly and assembly. A good place to start is removing the cylinder head.

**REMOVE** all the cylinder head stud nuts first and save the rocker arm pedestal stud bolts for last. What you are doing is using the rocker arm assembly, which will have some valves open at the time, to help break the seal of the head from the block. Once the head is loose, but not removed, it is time to remove the rocker arm assembly. Now that the rocker arm assembly is off you can remove the push rods.

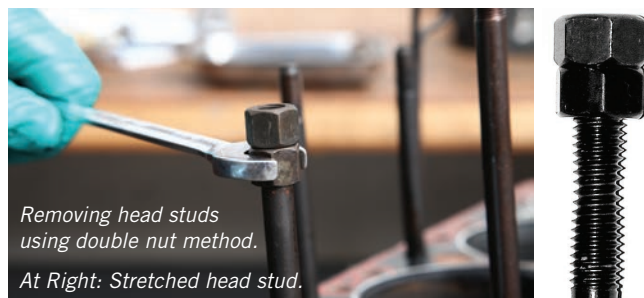
*Inspect: The pushrods to be sure they are not bent and the tips are not worn.*

If your pushrods look good and you plan on reusing them, organize them in the order they came out.



**REMOVE** the cylinder head from the block and start removing the cylinder head studs. This can be done by taking two of the head stud nuts, threading them onto a stud and tightening them against each other, and then turning the lower of the two nuts to loosen the studs. Or, you can buy an inexpensive set of stud sockets to make this job quicker, and easier.

*Inspect: I always replace the head studs but if you want to reuse yours, you must look for stretched studs. Damaged head studs will need to be replaced.*



**REMOVE** the tappets (lifters). Some engines have a tappet cover, if so, remove it to access the lifters. If your engine doesn't have a tappet cover then you will remove them by one of several methods depending on the engine. For example with Triumph you simply reach into the block and remove them. On a 1275 engine, the cam will have to be removed before you can remove the lifters.



*Inspect: The tappets for any pitting on the surface that contacts the camshaft. This is a sure sign they need replacing.*



*Pitted and worn lifter (left)*

If you plan on reusing your lifters you must keep them in the exact order they came out. Each cam lobe and lifter will have its own unique wear pattern to each other, and if you don't maintain this order, then you can't reuse the lifters. In most cases these engines are 30, 40, 50 years old, and will probably need new lifters and a new camshaft anyway, but for now keep the order correct until you know that for sure.

### STRIPPING THE FRONT OF THE MOTOR

**REMOVE** the crankshaft pulley nut and pulley. The best way to remove the crankshaft pulley nut is with an impact wrench, either air or electric. If you don't have access to an impact wrench, then you'll need a long handle breaker bar and a piece of wood to wedge the crankshaft with. Remove the front crankshaft pulley/balancer with a special puller kit, but two long screwdrivers, or pry bars, used carefully will do the trick as well, and this is how I've always done it.

*Inspect: The crank pulley for any cracking of the rubber damper between the inner and outer pulley. If the rubber is bad you will need to have the pulley rebuilt or buy a new one.*

**REMOVE** the timing cover, the timing chain and gears, timing chain tensioner (on some engines), the cam thrust plate, then the front engine plate. Now is also the time to remove the water pump, pulleys and oil pan.

*Inspect: The cam thrust plate for any signs of wear and replace as necessary. I always replace the timing chain, gears, tensioner and water pump at a minimum. These parts are readily available and inexpensive enough that it isn't worth taking a chance on using old parts. If there is a double row timing chain upgrade available for your car then go with that.*



*Cam thrust plate in good condition*

### OIL PUMP

We are down to the engine block assembly. Start by inverting the engine block.

**REMOVE** the oil pump and oil pump drive gear, most of our engines will have the oil pump here, there are a few exceptions, like the MOWOG A-Series engines found in the MG Midgets, Austin Healey Sprites, and Morris Minors, to name a few, which drive the oil pump off the back of the camshaft.

*Inspect: I always replace the oil pump. Inspect the pick-up screen and if damaged, replace it as well.*



*Removing oil pump bolts. Notice the damaged pick-up screen.*



*Removing oil pump and drive gear.*

### CONNECTING RODS AND PISTONS

**REMOVE** the connecting rods and pistons. Make sure you keep the order of these as well, some engines like the MOWOG A-Series engines will have the connecting rod order numbers stamped on them, others like the MGB will not, so you may need to mark them as they come out. Start by removing the connecting rod bolts, or nuts, and separating the rod cap from the connecting rod, now you can push the connecting rod and piston out thru the top side of the block (a rubber hammer handle works well for this). Make sure to keep one hand at the top of the block to catch the piston and connecting rod as it comes out of the cylinder, so they don't fall to the ground and get damaged.

*Inspect: I always replace rod bearings and rod bolts. The cylinders need to be checked by a machine shop for wear and roundness to see if the engine block needs boring. Most of my engine rebuilds require a bore job. Your machine shop will be able to determine if the block needs boring and what oversize pistons you will need.*





Rod cap being removed.



Driving rod and piston out. Be sure to catch it.

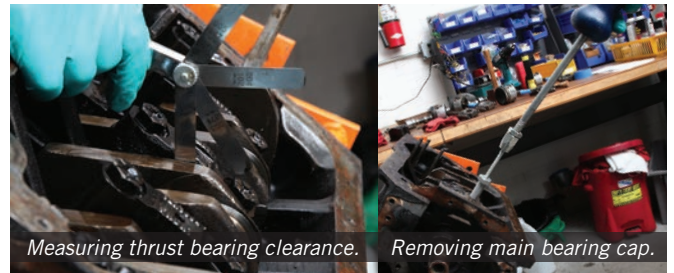
## CRANKSHAFT

Before removing the crankshaft main bolts and caps you will want to measure the end float so you have an idea of the amount of wear on the thrust bearings. This is where your shop manual will come in handy. In some engines, like the MOWOG A-Series engine, they hardly ever wear the thrust bearings out of spec. If in spec, then you can clean them and retain them for assembly later. On some engines like the Spitfire and TR6 they can heavily wear the thrust bearings and this will tell you how much wear has occurred and that info may help you to order the needed oversized thrust washers.

**REMOVE** the crankshaft main bolts and caps in preparation to remove the crankshaft. Some engines have what is often times referred to as “saddled” main caps, this type will be extremely hard to remove by hand. The MG B-Series engine (MGA, MGB, Magnette, etc.) have this type of main cap and you’ll find these engines have thread holes in the main caps. I use a slide hammer with simple adapters I have made over the years, as an example, by using a nut the size of the end threads of the slide hammer, and a bolt the size I need welded together—makes for a simple but effective bearing cap removal tool. One of your main caps will have the thrust bearings housed with it as well—normally the center main cap on MG engines and the back main cap on Triumph engines. Once all main caps are removed then pull out the crankshaft and main bearings.

*Inspect: I always replace main bearings. Have your machine shop inspect your crankshaft and see if it needs grinding undersize. You will also want to have the crankshaft crack checked. Don't disregard measuring the crankshaft because the journals visually look fine. It needs to be measured. A crankshaft's journals can look good and still be under spec.*

*The machinist can also check the alignment of the main bore for the crankshaft in the block. You seldom have to line bore a block but you still want to have it checked.*



Measuring thrust bearing clearance.

Removing main bearing cap.



Worn main bearing

Removing thrust bearings



Removing crankshaft

## CAMSHAFT AND DISTRIBUTOR

**REMOVE** the distributor, distributor plate on the block, and the distributor drive gear. The camshaft will not come out of the block until the distributor drive gear has been removed. On many of our engines the distributor drive gears will have a threaded hole in the center. You can use a long bolt with the proper size and thread to thread into the hole in the distributor drive gear to remove it. Now remove the camshaft by exiting it towards the front of the engine block. On most engines the rear camshaft journal will be smaller in size than the other camshaft journals, so this is the only direction from which you can remove the camshaft. Be careful when doing this as to not let the lobes and gear of the camshaft scratch the cam bearings. In some cases you may be able to rebuild your engine without replacing the camshaft bearings, although I recommend replacing them. Some of our engines may not even have cam bearings, for example the Triumph/MG Midget 1500, however you still need to take great care in removing the camshaft from the block. The removal and installation of cam bearings will require special tools.

*Inspect: Your camshaft by carefully looking at the lobes. If you see worn or flat lobes then it will need to be replaced. I always replace cam bearings.*



## OIL PRESSURE REGULATOR

We are getting close to having a bare block, but there is still more to do.

**REMOVE** the oil pressure regulator assembly—first the cap bolt, then the spring, and the piston/plunger, or cup. In the case of the cup found in many of the MG engines, a small magnet on a handle will come in handy if it does not come out with the spring. Make sure you get all the removable components of the oil pressure regulator out of the engine block.

*Inspect: I always replace the oil pressure spring and plunger/cup.*



Cap bolt, pressure spring and piston

## VARIOUS THREADED PLUGS AND FITTING

**REMOVE** the threaded plugs, fittings, and oil fittings on the block. Be sure to retain all of these, even the hex head plugs, as many of them have unique British threads.

*Inspect: Most, if not all, of these plugs can be reused as long as the threads and heads are in good shape.*



Removing cam



Worn "flattened" lobe on left.  
Good "pointed" lobe on right.

Worn

Good



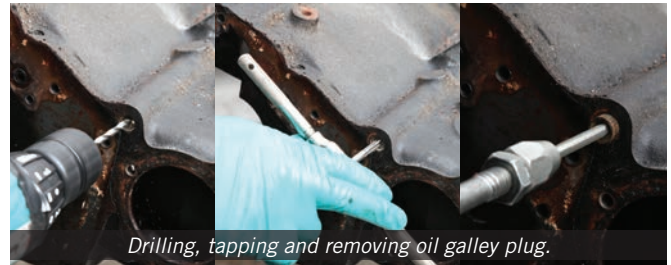
Removing one of many threaded plugs.

## OIL GALLEY PLUGS

Let's talk about what brass plugs need to be removed from your block and what brass plugs do not. Some brass plugs in your block are not oil galley plugs at all, but were used for plugging various holes drilled into the block during manufacturing for another purpose. You will need to study your block and identify which are oil galley plugs and which are not and only remove the oil galley plugs. Now one might ask why do I need to remove the oil galley plugs in the first place? The answer is simple. A lot of gunked up oil can be in these oil galley passages and the only way to properly clean this area is to remove the plugs.

**REMOVE** brass oil galley plugs. I drill them in preparation to tap them  $\frac{1}{4}$ "-20, then I have a  $\frac{1}{4}$ "-20 bolt adapter for my slide hammer. I screw the adapter into the drilled and tapped hole in the brass oil galley plug and then simply slide hammer it out. Trying to drill them out could damage the roundness of the hole and now normal replacement plug now may not work.

*Inspect: There's nothing to inspect. Just buy new plugs to replace the ones you removed.*



Drilling, tapping and removing oil galley plug.

## FREEZE PLUGS

There really isn't anything to removing freeze plugs. You can easily do this yourself.

**REMOVE:** Use a hammer and sharp edged chisel, make a slit with the chisel in the middle of the freeze plug and then simply pluck it out of the block with a screwdriver.

*Inspect: There's nothing to inspect. Just buy new plugs to replace the ones you removed.*





Slitting freeze plug.



Prying out freeze plug.

## IT'S ALL APART, NOW WHAT

Now you need to figure out what parts need to be replaced. Some parts are a given like gaskets, seals and the parts I called out in the previous pages. Other parts will need to be closely inspected and some components, like your crankshaft, engine block, and pistons, will need to be measured at your local machine shop.

## CONCLUSION AND WHAT'S NEXT

You may have noticed I did not address the cylinder head as far as disassembly. For most amateur engine rebuilders it is best to rely on the machine shop to refurbish the cylinder head in whole. On the cylinder head, I normally replace all the valves (I used stainless steel valves for the exhaust), valve springs, valve seals, and guides. Have your machine shop install hardened valve seats for a complete unleaded conversion.

In the next issue of *Moss Motoring* I will cover the steps you need to get ready for the assembly process. Once you are done with the disassembly and go through the machine shop measuring stage, get your parts ordered for the rebuild while Moss has their sale going on.

The biggest piece of advice I can give anyone is take great pride in what you do, pay close attention to detail, and buy the best parts you can afford. You only want to do this job once. Cutting corners and doing this job twice will always be more expensive than doing it right the first time.



*About the Author: As an engine tuner and builder for more than 30 years, Hap is the go-to guy on British car forums. His advice on road cars and racers is often the last word. Hap owns and operates Acme Speed Shop out of Greenville, SC, where his specialty is rebuilding MG engines ranging from stock to full out race prepared. If you can't find Hap grinding away at the shop, chances are you'll find him in the pits at an SCCA event.*





*continued from page 12*

drive. Universally, they were impressed with the simplicity, the rugged build quality and the elegance of line—their words, not mine. The club's tales of Roadside Restoration Parties were met with youthful smiles as the realization sank in that all parts of these cars can be fixed with basic tools on the side of the road.

It was very clear that the kids were intrigued with the sense of adventure presented by cars that were NOT computer controlled into an absolutely boring state of programming, where motoring actually has a touch of unpredictability involved.

As time progressed, the conversations became animated as the enthusiasm of the young spread to the older set. At one point, I reached into the boot of a friend's MGA, grabbed the crank handle and amazed a whole pod of kids (and elders too) by giving the handle a quick spin and having the MGA start right up and settle into a contented purr. (Note: thumb MUST be on the same side of the handle as the fingers...)

Several students have expressed interest in acquiring MGs. And between our club members and the instructors, word is spreading and plans are being made to hold similar events at other technically oriented schools in the region.

Looking back on my own experience, it was a neighbor and a cousin who introduced me to British Cars when I was young, sparking a lifelong interest. It was gratifying to see, in the span of a few short hours, these very same sparks and connections being made all over again with a whole new generation. *M.M*

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Goleta, CA 93117

*Please include the following information:*

- 1) The date, location and title of your event.
- 2) How many people/cars you are expecting to attend?
- 3) One contact person's information – phone & email
- 4) A street address where we can send goodies.

*Have a wonderful season!*



# Here to Stay

By Justin Jurgens | Photography by Damon Schnepf



**M**y parents moved to the states from England. Fortunately for me they brought their beloved Mini with them. Classic British cars are my life, and always will be. As kids, my twin brother and I spent countless weekends riding around in the back of the family Mini Cooper searching out interesting and fun British cars. You wouldn't believe the hidden gems out there—we're still finding them. When we spotted something that caught our interest, we'd knock on the door and ask if they thought about selling it. Nine times out of ten, we'd pick it up the next day.

My family owns and operates British Sports Cars in San Luis Obispo,

California, so I've had the rare privilege of growing up surrounded by legendary automobiles and the mechanics that keep them running. Every single day people wander in from the streets, drawn in by a car parked outside that sparks a memory and gets their heart racing.

Honestly, the British built the best cars in the world. They are bold, exciting, and pure fun. There is nothing that beats jumping in my Austin Healey 100/4 with my girlfriend and heading for the coast. Hitting the open road in a piece of timeless automotive history is an enviable pursuit. I'd be lying if I said I didn't enjoy turning a few heads.

Perhaps the best attribute about British cars is their uncomplicated

beauty. It's a true testament to their engineering that they're so easy to work on, while at the same time they are powerful, performance machines.

These sports cars are here to stay. They'd better be—we still have a lot to learn from them. I for one am determined to keep the tradition of elegance, beauty, power, performance, and fun alive for generations to come. If you know someone—it doesn't matter how old he or she is—who has yet to experience what it feels like to hit the road in a classic British sports car, what are you waiting for? *MJM*

Visit Justin's shop at  
[www.britishsportscars.com](http://www.britishsportscars.com)

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# It was a Canyon Racer's Playground

By Victor Van Tress

I always knew where Mulholland Drive was though I didn't find out just who Mulholland was for many years. I was raised near this epic road carved in the mountain, and when I got my first car I headed straight there.

I believe the day Mulholland Drive was created—sometime around 1924—someone drove it fast. Famous people, and people who became infamous, raced up there. Actors like Gary Cooper and John Caradine were reported to have flogged their Deusembergs across "The Hill." Phil Hill, Max Balchowsky, Dan Gurney, Steve McQueen and others all found that the ridge route road atop the Santa Monica Mountains was a perfect playground for sports cars. As time went on and people started to build houses in the area, the playground became just another Los Angeles traffic jam. However, from the summer of 1970 to sometime in 1974, I was there most every night in my '65 MGB.

I was, shall we say, somewhat underwhelmed after having driven a lot of trick stuff. But the "B" was mine and it had only one purpose and that was to drive The Hill. I drove that thing everywhere without ever touching Ventura or Sunset Blvd.

Late one night, I pulled up near a bunch of cars parked at Bowmont Street and Mulholland

and people were milling around full of energy. All they talked about was cars and racing. I was in heaven. It turned out that the "Track" was well defined as going between Coldwater and ending at the residential area. The corners even had names like Carl's (where he went off), Pole Turns, Mini Esses and The Pits. The group would take off en masse and head out to various areas where they could enjoy their cars and their skills. But I was an outsider and too shy to break into the group. I'd follow them on different runs but stayed in the back with the MGB.

One night—and we drove always at night when traffic was clear—I'm coming up Coldwater from the Valley side and I see these headlights behind me. I believed them to be a Mini Cooper and figured I should be able to get away from him having already chased a Mini Cooper S before. So we go wailing up Coldwater, full tilt racing line, blasting up the Pole Turns and flashing by The Pits in full view of everyone and going as fast as I could. Right about then, the Mini pulls out and passes me like I was standing still. But that was no Mini. It was a white Lotus Super 7 with some Cosworth BDA motor in it. Dang, I think to myself and backed out of the gas. But oh well what the hell, and I stepped hard into the gas. Raced him





all the way to the residential area and turned around and came back up behind him. There was no way I could catch that guy but he didn't disappear from me either.

When I pulled into The Pits, I was greeted as a hero. The Pits was a perch on the hill with great views of Mulholland. From this perspective the other drivers watched in disbelief as I tried to race a Lotus with an MGB and held my ground. I didn't tell them I didn't know what I was up against.

From that moment on, and on most nights for the next four years, I challenged all comers. Up on The Hill it mattered less what you had but how well you drove the road, and I knew the road very well. Up there the MGB earned respect it rarely saw elsewhere.

A stone stock MGB was, and is(!) a very capable car on mountain roads like Mulholland because it is so very stable. Up rating the springs and/or shocks would give the car less ability to stay on the ground. A Mulholland car needs to have suspension travel and predictable handling. This is where the MGB excelled. Datsun 510's with BRE's Mulholland suspension kits were easy prey because they were bouncing off the ground half the time. And full-blown racecars were all over the place. So a car prepared for The Hill has big tires (for the period), sway bars (if it needed them) and better brakes. But the springs and engine were generally left alone.

Racing The Hill is many years in my past and I can say that most all of those guys I met up there did in fact go SCCA and IMSA racing. I, myself went on to win two SCCA national Championships in a Showroom Stock B category. I can tell you that we were all very surprised that racing at Riverside Raceway or Willow Springs is a lot easier than up on The Hill as all the traffic goes the same direction and for the same reason, there's no cliffs and no coyotes, and there are emergency people everywhere cheering you on.

Probably the best result of being on the track was it took away any desire to street race. When you stop and think about it, there is no such thing as racing smart on the street, you can only be the dumbest one out there.

I still have the same MGB. I made a promise to myself that I would never crash it, and so I guess I can never sell it either as I like to keep my promises. The car is tight as a drum and fast as ever with 133,000 miles to date. *MM*



# Gearbox:

By John Esposito, Quantum Mechanics, Ltd.

**S**o you are starting to hear rumblings, crunches and other unfamiliar noises from under the transmission tunnel that are now getting louder than all the other noises in the car. Turning up the radio doesn't help anymore. It seems to be getting a bit more difficult to get into some or all the gears. Once in a while the gear lever has a mind of its own and comes out of gear by itself. The overdrive isn't working like it used to or not at all. You are wondering when was the last time you changed or even checked the oil in the transmission—OK, “gearbox” to you purists!

## SO WHAT TO DO FIRST?

Draining and inspecting the transmission and overdrive oil can tell you a lot about what is going on inside that aluminum, brass and steel mechanical marvel in your car. Which also brings up another point. Even though you fill the transmission—and overdrive if you have one—from one fill plug, you must drain the overdrive from the overdrive drain in addition to the transmission drain. If you just drain the transmission only, you will leave a good amount of dirty oil in the overdrive unit. And overdrives do not like dirt in any form!

So safely jack up the car and get under it in the center where the transmission is (unless you have a Mini!). See if there are any indications of leakage from any point or points. Although some leakage on British cars is normal and accepted—and legendary—heavy leaks are indicative of other potential problems and will cause low oil conditions, dangerous to all moving parts in the transmission.

You will see on the bottom some sort of drain plug on the transmission and a drain plug or plate on the bottom of the overdrive unit. First drain the oil from the transmission into a clean pan. Some transmissions have a magnetic drain plug. See what is sticking to it if you have one. Some fine metal particles (known as swarf) are normal, but if there is a large



This LH-type Overdrive will need more than an oil change!



# Diagnosis Teardown Inspection

# How To...



A-type filter and plug:  
The Good, Bad & Ugly.

accumulation of them or if there are actual pieces of metal stuck to the magnet watch out. Needles indicate a bearing failure and chunks of gear teeth indicate gear failure. Inspect the oil. If it is gray, that is indicative of pending or current bearing failure. If there are brass particles (or pieces!) or the oil looks like you should be panning for gold you have a bushing, thrust washer, shift fork or synchro ring failure. Any of these items indicated will require a tear down and analysis of the transmission to prevent a major failure before it happens.

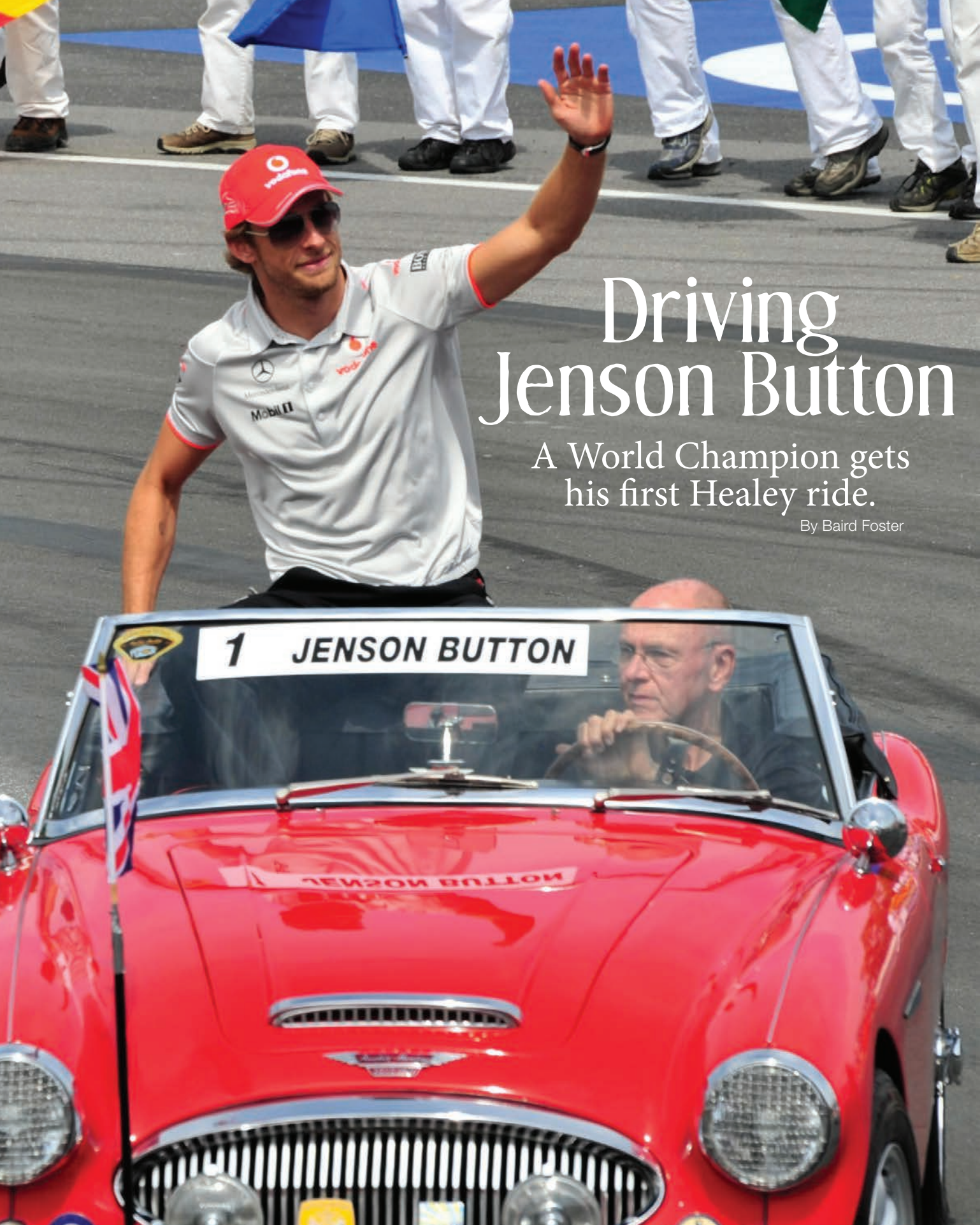
The overdrive drain or bottom plate should also be removed and drained into a clean pan. All overdrives have a magnetic assembly somewhere to keep particles out of the internals of the overdrive. On A types, G types and D types they are in with the filter basket. On LH and J types they are glued into the bottom of the oil pan. J types also have another, micro-fine filter built into the center case, which should also be removed and inspected. LH types also have one in the relief valve assembly. As in the transmission, check the magnet for metal swarf (I love the way this word sounds when you say it!) or paste. Again, a small amount is normal. If there are metal pieces in the filter something is failing. If you find a brass washer or parts of one, a thrust washer has failed. You may also find pieces of a snap ring or circlip in the filter or magnet. If the oil is black or very “pasty” that is usually an indication of a failing of the internal sliding clutch lining. If the oil is brass colored then a thrust washer is failing. If it has an aluminum color or particles then something is contacting and wearing out the casings.

It is important to realize that the overdrive shares oil with the transmission. If a part of the transmission has failed or is failing, some of that part will end up in the overdrive unit and will be in the filter, oil or magnet. If you find items in the oil of either unit, both units will have to be dismantled and cleaned to eliminate the contamination of the shared oil unit. Only doing one unit will allow the contamination particles in the other unit to continue to destroy that unit and recycle the contaminates back into the repaired unit, causing failure again.

OK, so if the oil and magnets and filters are clean, you are pretty much home free. Clean the filters and magnets and reassemble. Refill with fresh oil and you should be able to go on motoring.

If you found anything we have discussed in the transmission or overdrive magnet, filter, or oil it is time for a rebuild—actually, hopefully not too late. The longer you wait and the more you drive the car with a failing component, the more damage is being done to any remaining good components. Remember, a transmission is like a metal Cuisinart. Any particles in the oil are constantly being whirled around at thousands of RPM causing all sorts of havoc with the moving parts of the transmission and overdrive. A catastrophic failure is inevitable. It is not a question of if, but when it will happen. Then a simple “refresh” of a few hundred dollars turns quickly into a major rebuild of 4 digits. Park the car and fix it—now! *MM*





# Driving Jenson Button

A World Champion gets  
his first Healey ride.

By Baird Foster



*A dark sky, rain threatening; early Sunday morning 18 June, 2000, at the Circuit Gilles Villeneuve, site of the Formula One Canadian Grand Prix in Montreal, Canada.*

“**F**ollow the course marshal’s instructions and **DON’T SCREW UP!** We’ll be in front of tens of thousands of people and TV cameras.” Roger Hamel shouted his urgent admonition in French and English to twenty-four Austin-Healey gentlemen waiting in nervous anticipation for the word to start our engines.

As the chauffeurs for the Parade des Pilotes (Drivers Parade) before the Formula One race, we were parked off-track in an approximation of the starting grid positions for the race, at the north end of the Circuit Gilles Villeneuve, just beyond the hairpin turn. We’d been warned to stay near our cars; I stayed behind the wheel of my BJ7 and mouthed a silent prayer: “Car, don’t fail me now...”

### TRADITION OF THE PARADE DES PILOTES

For decades at F1 races it has been the tradition to present a Drivers Parade prior to the race. (Being a parade car is nothing new for the Austin-Healey. In July 1957, the Donald Healey Motor Company arranged to have the new model Austin-Healey 100/6 as the parade cars at the F1 race at Aintree in England.) With a keen eye for promotion

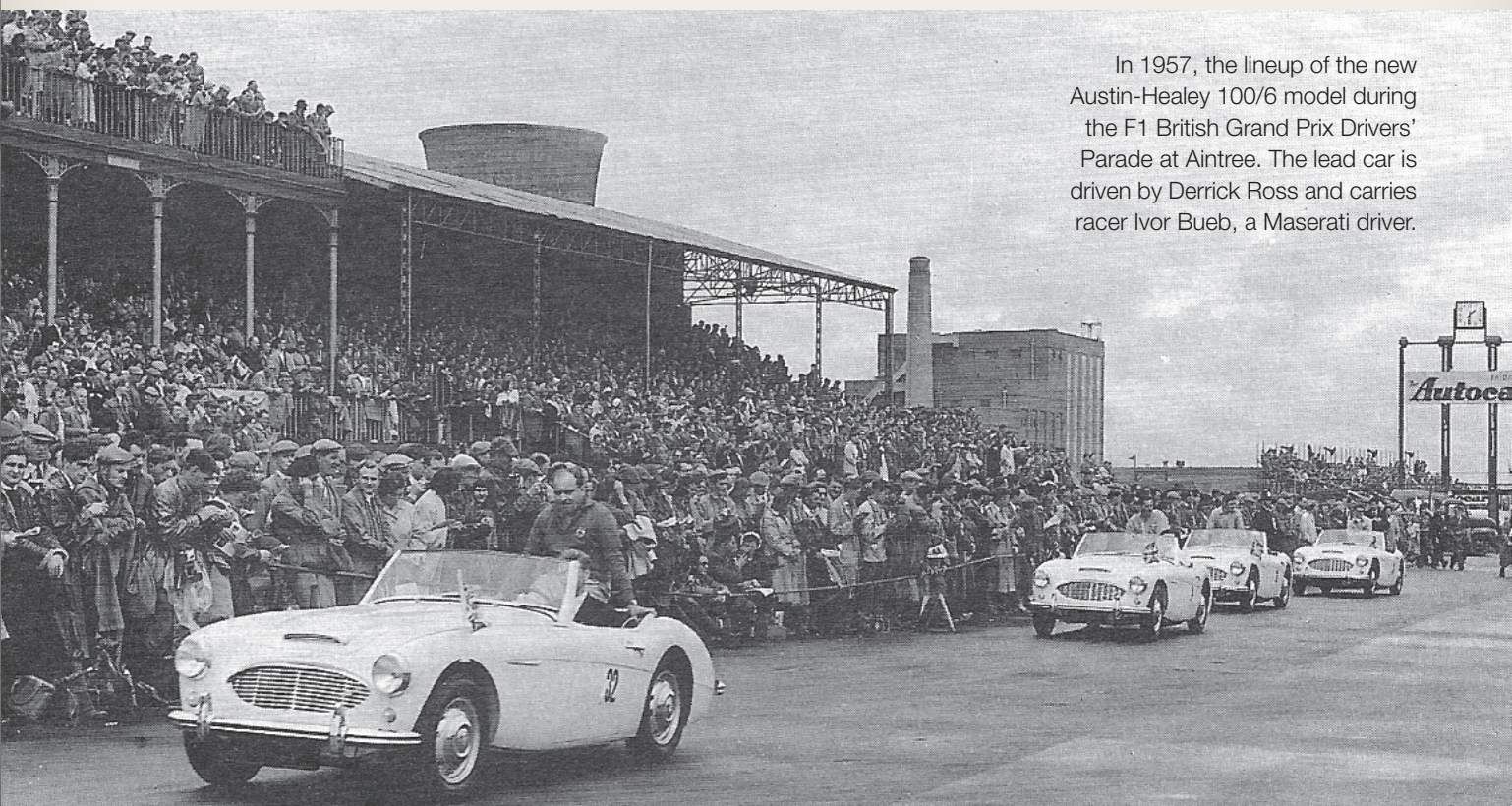
of the Austin-Healey, Roger Hamel, president of the Quebec Chapter of the Austin-Healey Club of America, arranged with the race organizers to let Healeys serve as the cars for the Canadian Parade des Pilotes.

When Roger invited me to participate in the parade, my wife, Margo, and I quickly agreed to drive our BJ7 the 1,300 miles round trip to Montreal to be part of this exhilarating event. Before we left, I had spoken to Margo’s nephew in England, who advised me to keep an eye out for a new British driver, Jenson Button, a 20-year-old hot shoe driving for the renowned BMW Williams F1 Team.

### SELECTING THE DRIVERS

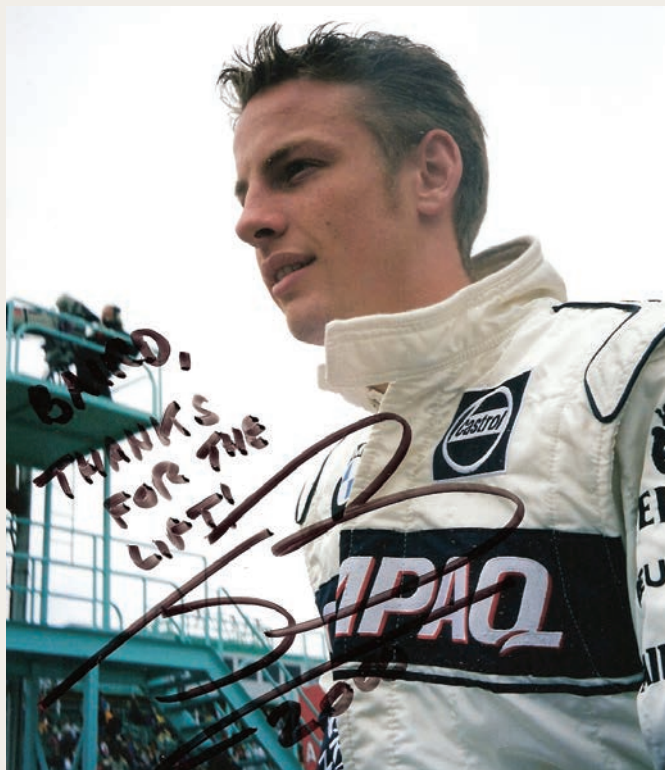
Early in the morning of the race, excitement grew as the Healey chauffeurs picked their F1 drivers’ names by lottery. The draw got down to three F1 drivers remaining: Michael Schumacher, Marc Gene, and Jenson Button. One chance in three was decent odds. Just before I drew from the hat, I thought that if I drew Schumacher, I could surely trade for Button. When I reached in and pulled out the little slip of paper and unfolded it—Jenson Button!—my shouts of triumph could be heard in the next room, where Roger thought someone had been attacked.

As police escorted us to the track, the masses of spectators walking there parted like the Red Sea to allow our line of cars to pass. Working our way into the parking area behind the track, we could hear the scream of the race



In 1957, the lineup of the new Austin-Healey 100/6 model during the F1 British Grand Prix Drivers’ Parade at Aintree. The lead car is driven by Derrick Ross and carries racer Ivor Bueb, a Maserati driver.





cars during their final warm-up session. The noise, the huge crowds, the anticipation—I could hardly contain my excitement.

### ONTO THE TRACK

The marshals barked, “Vite! Vite! Hurry! Hurry!” There we were, 24 old cars tearing down the track at 70 mph in full view of TV cameras and those tens of thousands of race fans pouring into their seats. No time for a screw-up.

The shiny Austin-Healey parade cars (incredibly, our BJ7 was the only red one) were directed into the paddock area, where we should not have been but were sent due to critical schedule requirements. We were stopped right in front of the garages: mass confusion, people everywhere, mechanics and marshals and the motley crowd of VIPs. Through the mob, the drivers made their way to our cars, each searching for his name on a Healey windscreen. Jenson, ready to go in his driver’s suit, materialized and carefully and politely got in the front seat.

“I think you’re supposed to sit on the rear deck,” I suggested, which he did. Immediately, the Healey was surrounded by TV cameras, photographers, media reporters—just as Roger had warned us. In a flash—literally hundreds from the cameras—we were off onto the track, each of us following the car in front as well as we could.

This one lap around the 2.74 mile Circuit Gilles Villeneuve was the most thrilling drive of my life—in an Austin-Healey or any car. The crowds were cheering, the course marshals waving, and what seemed to be millions of camera flashes were going off like fireworks all around the course. When possible, I conversed with Jenson. I thought, “What a very polite, courteous and pleasant young man!”

All too soon, our lap completed, we were back at the paddock; Jenson politely asked if he could jump from the now-stopped Healey. In a split second, he was off. I shouted “Godspeed!” to him as he left,

Top: Front to back; David Coulthard is driven by Olivier Hamel (in his mother Lise’s Healey); Alexander Wurz driven by David Mosher; Jenson Button in author’s red BJ7. (Photo courtesy of Montreal’s La Presse)

Left: A young Jenson Button is in the Healey heading out of the paddock onto the track. The inscription reads: “Baird, Thanks for the lift! JB 2000.”



and the dream over, our parade cars were hustled from the paddock back out the main straight (headed the wrong way) toward our assigned parking area behind the grandstands at the north end of the track.

Overcome with excitement, I could do nothing but sit in my car and reflect upon what had just happened. I mentally thanked my BJ7 and all those mechanics who had helped me restore and maintain it, and appreciated the fact that my patient wife enjoyed the car with me. It was a few minutes of pure Healey joy!

**EPILOGUE:**

Since 2000, I've seen over a decade of thrills and disappointments in countless viewings of Formula One races—live and televised. I recall Button's first win at the very rainy 2006 Hungarian Grand Prix in his 113th start, nearly a record for races run without a win. As an avid fan of his, I've watched him make do with some not-so-great cars and finally succeed with the Brawn Mercedes, in which he won his first title: 2009 F1 World Champion. And to think—I gave him his first Healey ride!

When I knew that I would again have the privilege of driving Jenson Button in the 2010 F1 Grand Prix Drivers Parade at Montreal, I contacted his personal assistant requesting that she ask Jenson to sign several items to donate to an upcoming charity auction.

At this race, Jenson and his McLaren teammate, Lewis Hamilton, were at the front of the starting grid and had to walk down the line of Austin-Healeys to find their cars. When Jenson spotted me, he immediately sat in the driver's seat and took the wheel as if to drive. With a wry grin followed by a warm smile, he got out, reached over to me, shook my hand and said, "How are you doing, Baird?" Here was the reigning World Champion climbing into my Austin-Healey for his tour around the track...life doesn't get much better!

To top the day off properly, Jenson finished second, just behind his teammate for a McLaren 1-2 result. *M.M*

Top: Healeys are lined up in downtown Montreal Saturday night preceding the race.

Right: Margo Foster helps with final detailing before leaving for the race track early on race day.







# GO AHEAD AND LOOK

THE TRAVAIL OF FINDING  
PARTS FOR A 1960  
JAGUAR XK150

By Ric Glomstad

**I**t was a rare sunny day in Seattle, the clouds had all blown south to Oregon and I was free to take my Jag out for a ride. I lowered the “head” (top) and snapped the large bulky cover over the bulging material at the rear of the car. British engineering has always been a bit quirky. They use the best of materials like mohair wool, leather, and deep stained burl walnut and then design a convertible top that, when lowered, bunches up in the back like a pair of ill-fitted jockey shorts.

I eased out onto Aurora Avenue and shifted smoothly up to speed. Then I heard “the noise.” Anyone who drives a British car develops a fine set of multi-frequency ears. There are the squeaks and squeals of the upper range as well as the throb and grind vibrations, which in nature only dogs, dolphins and readers of this magazine hear.

I had grown accustomed to the sounds my Jag made, a Beethoven symphony of twitters, furious flurries and basso-profundos; but not this noise. This noise was different. It started at speed and matched the car’s rpms precisely with a grating vibration that I felt clear through the jute padding of my finely crafted leather seat. (I am speaking of the car’s seat, of course.)

Afraid that I might miss this new sound in all its intensity I steered toward the on ramp of Interstate 5 and brought the car up to 65 mph. The result was a loping bucking sensation as the

car lurched and jumped with each pounding engine rotation. I pushed in the clutch and the noise stopped. I released the clutch and the sensation returned in all its intensity. I did this for several miles, thinking that it might magically stop. It didn’t!

I was now too far from home to return safely, so I pulled off the freeway to a friend’s home in Lynnwood and stopped the car in the cul-de-sac in front of his three bedroom rambler.

Crawling under the low-slung Jaguar was no small feat, but with a weight of 140 lbs on a 6 ft. frame I was built more like a broomstick than a tree trunk. I saw the problem! It was the driveshaft universal joint at the transmission end. I grabbed it tightly and felt its heated protest. I had abused it terribly and now it got its revenge.

A few hours later I had the broken driveshaft yoke in my hands. I was 20 miles from home and without a dime or a care in the world. This was the ignorance of youth, and a young man with a British car is an unpredictable thing!

I stretched out on my friend’s lawn and waited until he came home from work. My friend, Dan, was a patient man, married with two kids and a Jaguar XK150 just like mine. He took me home and gave me some advice:

“Go to Aurora Auto Wrecking, they may have some old Jags in there and who knows, you may get lucky.”





# BackFires

## A Handy Guide for the Do-It-Yourselfer

By Bob Horzmann

The following are suggestions for working inside in an environment that you share with your family:

1. Do not use the clothes washer/dryer as a work bench
  - Talk about warpage when welding, try porcelain coated steel.
  - While extra holes help clothes dry more quickly, auto parts and black spots are hard to explain to the fire department.

*FYI: Appliance White Rustoleum does not match Kenmore White.*
2. Separate shop towels and grease covered clothes from the rest of the laundry. It is a molecular property of grease to never leave the washer except on other family members' clothes.
3. If you have a whole car as a project in the basement, have a clearly observable way to get it in and out. This makes it appear less permanent.
4. Never use the columns in the basement as supports for frame straightening. Columns are strong only when in compression. They are highly unsuited for side loads.

*FYI: It is surprising how light your house is. With a floor jack and a 4X4, one can replace the column and rebend the top tabs almost as fast as changing tires. Faster with practice.*
5. Words of caution about welding in the basement:
  - Everything that will burn will cost you more than what you are welding is worth.
  - After finishing welding, wait 30 minutes before rejoining the family. Two reason: Fire safety and short attention spans help ensure your survival.
6. Suggestions for when to work:
  - When there are no witnesses.
  - When you can pass the joys of automotive work to your spawn without correction from their mother.
  - When you won't disturb the neighbors. As if they haven't noticed the fire truck and police car. Not to mention the yard from Hell.

Parting words: Always fit the exhaust system before starting. Someone out there will not share your joy.

Being young and ignorant is a wonderful attribute for a Jaguar owner. I took his advice to mean that there was just the part I was looking for, waiting patiently for me at the wrecking yard just minutes from my home. I jumped into my recently acquired Austin America (that's another story) and paddled the automatic/manual shifter through its vagaries until I reached the desired destination.

The man at the counter was smoking a large cigar, relaxing in a blackened muscle shirt and seated in a broken down barco-lounger. The place smelled like fresh gasoline, so I made my request in a hurry.

"Go ahead and look", he growled, "but you ain't gonna find anything."

I wandered out into the yard and spotted an MGA coupe. I had never seen an MGA with a fixed "head" and this made my heart flutter. Perhaps there is a part here for my XK150. However, there wasn't a Jaguar in sight.

Dejected, I began the short walk back to the man in the stained T-shirt who was cheating death in his accelerant-laden office when I spied a driveshaft yoke. Could it be? Was this it? I plucked it from the weeds and turned it over and over in my trembling hands. Edison basking in a glow of new electric light was not as joyous as I!

I placed it on the counter and mustered up an authoritative voice, which echoed in my ear like Donald Duck with laryngitis.

"I found this one...how much?" I quacked.

The counter man was angry. He was not pleased that I had found the part in his wrecking yard.

"Where'd you get that thing?" he glowered. "I ain't got no Jags out there!"

"I'd like to buy the part, if you don't mind me having it?" I squeaked.

I sounded like the ten year old that I felt inside. I wanted to be tough, demanding, macho. But instead of Rambo I came across like Bambi.

The counterman laughed!

"It's yours for \$25 bucks," he said. "Now get out of here before I change my mind."

The rest of the day was a blur. Somehow I put that part in the 150 and finished way after dark, working with a flashlight clenched between my teeth. I was home with my Jag and, more importantly, I had memorized a new "noise." I spent the rest of the evening practicing my "tough-guy" voice...with a British accent, of course. *MM*



**MGB Coil-Over Kits**

This tried and tested conversion brings the MGB's front suspension up to modern standards of handling, road holding and ride comfort, by combining the spring and damper into a single unit.

Replace your old lever arm dampers with a sturdy top wishbone assembly (which can be removed at any time to return the car to standard). When fitted, the dynamic suspension offers the MGB owner a number of improvements including a more positive ride, lighter steering, responsive suspension when cornering at speed and, the ability to adjust the car's ride height.

The road springs are retained by collars on the dampers allowing the spring and damper to work together, providing better ride and control. The lower collar can be raised or lowered for the ride height you desire. All major components are coated in a corrosion resistant finish.

Installation is straightforward and the whole conversion can be completed within 4-5 hours.



268-208

**THE KIT COMES COMPLETE WITH:**

- New lower spring pans
- Upper wishbones and mounting blocks
- Neoprene upper wishbone and damper mounting bushes
- Shock absorber unit and spring
- Mounting hardware



Complete parts for one coil-over. Kit includes two sets.

Standard Road Kit (475lbs., 7" spring)	Roadster	268-198	\$999.95
Standard Road Kit (500lbs., 7" spring)	GT & V8	268-208	\$999.95
Fast Road Kit (500lbs., 7" spring)	Roadster	268-208	\$999.95
Fast Road Kit (525lbs., 7" spring)	GT & V8	268-218	\$999.95
Competition Kit (525lbs., 7" spring)	Roadster	268-218	\$999.95



**A-Type Overdrive Drain Plug Tool**

The odd little overdrive drain plug has been abused by the creative use of a hammer and screwdriver for decades. Fortunately, Moss now carries an odd little purpose-built tool. Now you can expend your creative energy in more productive ways, and without dulling your flatheads.

A-Type Overdrive Drain Plug Tool 386-336 \$59.95



**Mirror Riser - Austin-Healey Logo**

Form follows function to help you see who is following you. The black anodized aluminum riser with the laser etched Austin Healey logo lifts your mirror for a significantly improved rear view. Mounting screws are included.

Mirror Riser – Austin Healey Logo 165-154 \$49.95





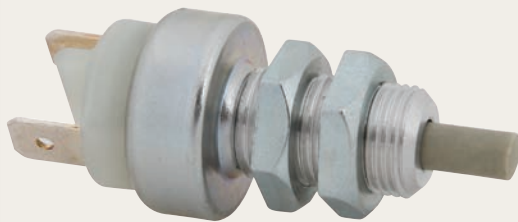
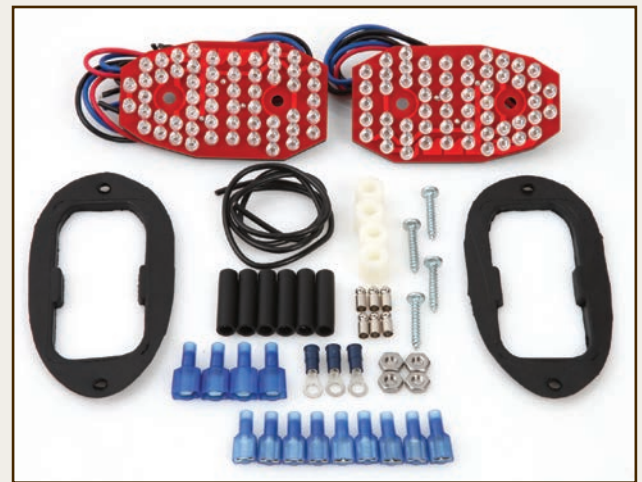
### LED Tail Light Kit

Owning older cars we make do without modern technology in several ways, often with no apparent regret. One risk, however, no one would compromise on: getting hit from behind because our brake lights weren't visible enough.

LEDs are a modern technology we can all get behind. Other than the need to drill a couple small holes, there are no drawbacks. And the immediate, intense light LEDs produce transform your brake lights and turn signals from wispy candles to high-powered beams.

When designing the LED plate, we at Moss intentionally placed the individual LEDs so that they replicate the original light pattern as closely as possible. Yes, we will at times make concessions to modern equipment, but always with respect to the heritage of these automobiles.

Late TR2-3B, MGA 1500-1600, Bugeye 143-810 \$99.95



### Mechanical Brake Light Switch

With some things you should do everything you can to buy the best of the best. That's exactly what we did with this Brake Light Switch. Construction is an all-metal housing with a hard plastic insulator, and a double nut allows for precise installation positioning. In applications where the original switch had a pigtail you will need to cut the harness and install spade connectors to attach to this new switch. Can also be retro fitted on vehicles that currently use a hydraulic brake pressure switch.

Brake Light Switch 542-371 \$11.95



### TR4-6 Emergency Hood Release Kit

If it had never happened before we wouldn't have made the kit. But it does. Hood release cables can break for whatever reason, forcing a TR6 owner to consider irrational, angry actions involving a crowbar. Instead of inviting regrets, install this elegant "Option B." It's like having a back door to your engine bay. Installation is a snap.

Emergency Hood Release Kit 807-065 \$15.95



