

# **BRITISH MOTORING**

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## SUMMER MOSS SAVINGS

page 31



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# THE MAN BEHIND THE CURTAIN

BY ROBERT GOLDMAN

Pay no attention to the man behind the curtain. Having been recently forced to subject myself to public scrutiny, at least among British Motoring readers, I feel it's my civic duty to tell you all about the real puller of levers. You see, I'm just the apparitional talking head, with fire and smoke spouting from his ears.

Located behind the curtain, and pulling levers with a practiced able hand, is my business partner, Glen Adams. Glen is the longest-serving member of the Moss team. Having started in the warehouse in 1971, Glen demonstrated a special skill set that has enabled him to become co-owner, and the man who truly operates the company.

Glen wasn't always the hidden business power behind the throne. In fact, like many of us, he was a British car owner who wasn't above the random high-speed hijinks we all love to recall, after having survived the experience. If memory serves, there is at least one Glen story involving some or all of the following: an MGB, high speed, a stop sign, a cop, and maybe even a foreign country.

Early on in his career, company founder, Al Moss, recognized Glen had skills above and beyond the norm. By the time of the Goldman family's involvement in the late 1970s, Al had already set Glen on a trajectory toward overall management. Howard Goldman continued the trend, promoting Glen and helping him obtain his MBA from Pepperdine University.

In the last 60 years, quite a few British car specialists have come and gone. Among the early entrants, there were several enthusiasts who, like Al Moss, opened their own repair and restoration shops. What differentiates an enthusiast business from a professional business, however, is how growth is managed. One cannot overstate the importance

of professional management. As much as we may like to think of the British parts business as an exercise in fun, there are millions of dollars and hundreds of jobs at risk.

Our business model, which is comprised of supplying thousands of obsolete parts for dozens of obsolete car models, could easily spin out of control. We've seen more than our share of companies crash and burn. Their management teams rarely lacked enthusiasm, but often lacked sound business fundamentals. Our secret weapon, with a spectacular capacity to analyze and assess the meaning of business data, is Glen.

Not everyone is perfect, and perhaps even Glen never saw my evil plan to achieve a four-cylinder TR supercharger kit. Like Bill Murray pretending to ignore the gopher, I promoted the development of various other supercharger applications before leaping sideways and suggesting we had worked our way down the list to my beloved TR4.

There is no blueprint for the perfect management team. Glen, with all his organizational skills, and I, who often can't remember to take my wallet home with me at day's end, happen to not only represent a complimentary set of skills, but also get along quite well. The only real problem we have is that while I'm supposed to be the public face, I am in fact something of a recluse.

If Glen is hardly ever seen in public, it's not because he lacks people skills (I've seen him working the crowd at parties), but rather because he's busy pulling the levers that have kept Moss Motors humming along all these years. It's easy to miss the man behind the curtain, but bear in mind he's busy keeping our little British sports car world spinning on its axis. **BM**



**ABOVE:** Robert Goldman (right) may be recognizable as the face of Moss Motors, but he's not the only one driving the bus. Glen Adams (above, left) has been part of the Moss family for more than 30 years. **LEFT:** That's him on the far left with Al Moss and Chris Nowlan circa 1975.

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# BRITISH MOTORING

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**Doug LaPolla has spent a lot of time with this Austin-Healey 3000. His dad bought it new in 1964. Turn to page 30 for his story.**

Editorial contributions to British Motoring are welcomed, and should be mailed to Moss Motors, Ltd., 440 Rutherford St., Goleta, CA 93117. Moss Motors assumes no responsibility for lost or damaged materials. Materials accepted are subject to such revision as required to meet the requirements of this publication. Unless otherwise specified, all correspondence will be considered for publication. All materials accepted become the sole property of Moss Motors, Ltd., which reserves the right to reprint/republish accepted materials.  
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Published by Moss Motors, Ltd., 440 Rutherford Street, Goleta, CA 93117  
800-667-7872

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## Pre-war MG Wins Big at Amelia Island

Each spring the Amelia Island Concours d'Elegance show field attracts some of the world's most important cars. This year's mix included something from one of our favorite manufacturers, too, as Tom and Kathleen Metcalf displayed a 1935 MG NB Magnette. The reward for their efforts: Best in Class—Sports Cars (Pre-war).

## Celebrate Your Classic

We all know that the month of July kicks off with Independence Day, but that's not the only holiday scheduled for that month. The SEMA Action Network has designated July 8 as Collector Car Appreciation Day. How do you celebrate? Go enjoy your special car. Take it for a cruise, find a show, or just use it to run errands.

## Tallying Triumphs

The TR2 helped put Triumph on the map, and Bill Lynn and Rinus Popeyus have spent the last seven years assembling a list of the survivors. To date they've identified 1850 surviving cars from 22 different countries. To see the list—or add a missing car to the roster—visit the Vintage Triumph Register website at [www.vtr.org](http://www.vtr.org).

## Rally Around the MG

How'd you like to take someone else's MG or Mini on a rally? The Rally for the Lane makes that a possibility. The Lane Motor Museum, located in Nashville, Tennessee, is hosting road rallies on September 24 and October 1, and here's the kicker: In order to run, participants have to rent a car from the museum's collection. Several cars have been made available, including an MGB GT, Morris Mini and a gray-market MGF. For more information, visit [www.lanemotormuseum.org](http://www.lanemotormuseum.org).



## Online Back Issues

Looking for some more reading material? Past copies of British Motoring can be accessed online at [www.britishmotoring.net/archives](http://www.britishmotoring.net/archives)

## Make Friends with Moss

Next time you're online, check out Moss Motors' Facebook page. Here's the direct link: [www.mossmotors.com/facebook](http://www.mossmotors.com/facebook)



## Write To Us

We're not too proud to beg. We love hearing your stories surrounding these unique cars. Please send them our way! We will only share the very best on these pages. If it's got heart, maybe a little humor (or a lot), or even a preposterous nature, jot down half a page worth and send some photos (digital files if you have them). We may just make it worth your while. —Ed.

## British Motoring

Attn: Motor Mail  
editor@mossmotors.com

Street address: 440 Rutherford Street  
Goleta, CA 93117

My wife and I bought our MGB in 2006. The plan was to clean it up and drive it, but we quickly realized the car needed a little more work than that. Shortly after I began, work came to a halt when I was deployed with the U.S. Army to Iraq.

I returned in December 2007 and got back to work. I stripped the paint, did the bodywork, and had the car primed and painted. The more I worked on the car, the more I wanted done. I decided to have the engine and transmission rebuilt. Asking around the local British car clubs, I found a couple points of contact for the work. But in May 2008 I was sent once again to support operations in Iraq. My project was put on hold—or so I thought.

I returned home in April 2009. My family and I got up the day before Easter to have breakfast at a local restaurant. As my wife drove, I realized she had missed her turn. Before I mentioned the mistake, I saw up ahead a parking lot full of MGAs, MGBs, and Triumphs.

I thought to myself, "How cool! A British car rally!" I asked my wife to turn in to the parking lot so I could admire the cars.

In the center of the lot was a car with a cover over it. A large group of people were in a half-circle around the car as if awaiting someone. It was then that I noticed the wheels sticking out from under the cover ... they were mine ... that was my car! For the next hour I stood speechless as I heard the stories of how and why these strangers—"The MG Warriors"—finished the restoration for my wife and I. They said they wanted this old soldier to take his wife on a long-awaited ride through the countryside. And they thanked me for 26 years of military service to our great country.

Since that day we have taken many great rides, and have won awards at several British car shows. Restorations like this would be very difficult indeed without you guys at Moss Motors providing quality parts. Thank you!

John and Heather Townsend  
Proud owners of "Sweet B"



Photos courtesy of Tom Strongman,  
www.tomstrongman.com

## Premium Leather Vintage Travel Case

You could pack your gym bag, but some events and some drives call for something special. For these occasions, carry the ultimate Travel Case. Our premium leather cases are built tough to withstand abuse, though odds are you'll baby it just like you do your British pride and joy. Who could blame you? It looks amazing strapped to your boot rack. Order yours to your taste either in saddle brown or pebbled black hide. Details such as leather closing straps, a combination lock and a fitted nylon rain cover will completely win you over. Don't feel bad for your gym bag. Give it one ride inside your new case. All will be forgiven.

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## TR6 Front and Rear Guards

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- |                |                                            |                 |
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## Improved P700 Tripod Headlight Set

The beloved Lucas-style tripod headlamp has been re-engineered, and is now better and brighter than ever. Capture the vintage look and design heritage of the internal tripod reflector with its round center cap. It's the subtle details in our cars we love, isn't it? The headlight set includes two lamps, two bulbs, and two adapters, and is simple to install.



- |                |                                  |                 |
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## MGA Windscreen Mirror Kits

For some MGA owners the view through the side mirrors mounted on the body is either partially blocked by those wonderful rear fenders or the mirrors are too far away to get a clear look at anything—both problems are easily and artfully remedied. Our new Windscreen Mirror Kit requires no drilling of the body and instead uses pre-existing screw holes in the windscreen post. Please note that with the windscreen mirror in place, side curtains cannot be installed. But for owners who rarely use curtains, good mirrors are more desirable. Each kit includes a Lucas style mirror, hardware and mounting bracket. A Moss exclusive product.



- |                |                                               |                |
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| <b>165-452</b> | <b>MGA Windscreen Mirror Kit – Right Hand</b> | <b>\$29.95</b> |
| <b>165-454</b> | <b>MGA Windscreen Mirror Kit – Left Hand</b>  | <b>29.95</b>   |

## Hushmat

We joke that our sports cars could melt the rubber off the soles of our shoes. But we rarely laugh. So when Hushmat said its easy-to-install insulation reduced heat transfer into the cabin by 40%, we had to see for ourselves. In the kit there are instructions for MGB and TR2-3A, but the pieces are generic, easy to cut, and fit on all British sports cars. The insulation sticks firmly onto the footwell and center console, and what a difference it makes. Not only was our car significantly cooler, it was a lot quieter, too. With a name like Hushmat, that shouldn't have been a big surprise.



- |                |                |                 |
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# IDEAS WELCOME:

## PARTS GREATLY NEEDED OR ENTIRELY INNOVATIVE



## Moss invests in new product development for the future of the hobby

BY KATHLEEN M. MANGAN

In the back of the Moss Motors facility in Goleta, California is a 3,000 sq.ft. research and development shop referred to by staffers as “the toy shop” and “the skunk works.” Only a handful of employees have keys to this secret domain, and access is restricted to the engineers, mechanics, and research staff who are busy dreaming up the next need-to-have performance part or shiny accessory that British car owners long for.

This secured area hosts state-of-the-art equipment for testing and tuning, and a fleet of 14 test cars representing the standard British models, plus a few employee cars and customer cars on loan for specific projects.

Among the test fleet are five push cars, disassembled and needing a push to move around; a 1980 MGB with only 80 miles used more for reference than testing; and the ultimate mule car, a 1973 MGB. This blue car has been the test bed for more new products than any other – supercharger, air conditioner, big brake kit, sway bars, headlight relay kits, chrome bumper conversion, floorboards, and upholstery kit. “It’s unloved but appreciated,”

says Product Development Manager Mark Luis.

Many of the test cars appear to have projects in process, with telltale parts nearby, and mechanics and engineers huddled around conferring on performance or measuring fit. Work and discussion always trails off when non-team members get too close.

New product development is considered a trade secret until the industry launch. But really, no other parts/accessories supplier serving the British car hobby has the facilities, staff, expertise, or experience to research, develop, and manufacture custom parts at the level Moss Motors does.

### Products That Moss Makes

Moss offers over 1,500 products that they have manufactured to their own exacting standards. No one else has these exclusive products, ranging from a simple tool to remove dash switch bezels to superchargers.

Whereas so many internet sites simply aggregate related parts and submit purchase orders to vendors, Moss actually orders, quality inspects, and stocks over 30,000 part numbers so they

There are more than a dozen employees involved in new product development at Moss, which considers this effort and investment of strategic importance to the company mission. Here automotive design engineer Jason Davis, technician Dave Williams & manager Mark Luis confer on yet another stealth product development project.



can ensure availability and same day shipping. Increasingly, many of the parts in the massive warehouses on the east and west coasts are Moss exclusives, developed by a multi-faceted in-house product development team.

What is Moss making to support and inspire British car owners?

They're the original replacement parts that no one else wants to make any more but are critical to keeping your car on the road. They're often made by Moss to higher quality standards than original spec.

They're the competitor's parts that have been outsourced by suppliers and made to poor specifications so they don't fit right, work right, or last very long, generating owner complaints and requiring Moss to step in to produce quality alternatives.

And they're the parts that enthusiasts and Moss engineers believe would be great improvements over the original design, parts that didn't exist 50 years ago when these cars were on the road, like air conditioning, fuel injection, and aerospace heat shields.

### Trend to "Resto Mods"

"The company got its start with original restoration parts," says Moss co-owner Robert Goldman, "but there's a more open attitude now towards modifications that make the car more usable in daily traffic, that enhance the car and the driving experience." He points to bigger brakes, superchargers, and stainless steel exhaust systems as popular upgrades, known as "resto mods."

Fred Lynch, chief operating officer, says the company intends to lead the hobby with parts emphasizing safety, comfort, convenience, and performance that owners will want as soon as they become available. "The market is shifting to mod-

ern components that make these cars more fun and reliable to drive," he says.

Lynch says all ideas are welcome, and end up on the Wish List, a long list of ideas for every car platform. The team meets regularly; production decisions are based on the need in the marketplace, sales estimates, unique features compared to the competition, selling price point, cost to develop and manufacture, tooling investment, minimum order quantity, and return on investment.

The decisions are not always about cold-hearted cash, says Luis. For instance, when a brake shoe manufacturer went out of business, Moss had the parts made so owners could continue to drive their cars. And some parts are made as enthusiast inventory, like the new high boost upgrade pulley for supertuning a TR4. Moss also makes upgrade kits for the full line of MG and Triumph superchargers, although sales are relatively small.

### The Development Process

No matter if Moss is reproducing an original sample, making product modifications, or creating something new, CAD drawings are produced with technical specifications. Often a rapid prototype is made to test the part design and fitment on the vehicle. When developing a diecast aluminum MGB oil pan, the clear plastic prototype allowed the team to make design adjustments after seeing how the oil moved through the engine, explains Luis. The drawings are then sent out for quotes, and manufacturer samples are tested, fitted, and approved before the final stocking order is placed.

The development cycle can range from a few months for something simple to a year and-a-half for the supercharger, which has up to 90 different parts in the kit, says Luis. Over a dozen

**ABOVE LEFT:** Walk into one of the two Moss Motors warehouses and you'll see many levels with rows of shelves holding automotive parts. Many of the bits and pieces are made by Moss and sold only through Moss.

**ABOVE RIGHT:** Product Development Manager Mark Luis came to Moss over a decade ago from the racing world. Luis' team at Moss has been responsible for developing over 630 new products from concept to design and manufacture. "We need to be clever to come up with products no one else has," he says. The 1973 MGB he's leaning on is the ultimate mule car, suffering all the installations and iterations of the product development process on numerous new products, from the supercharger and air conditioner to floor boards and upholstery kit.

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### PHASE 1: THE ROUGH CUT.

It honestly begins with a block of wood. Cut and shaped by hand to fit the space available in the engine compartment, a wooden intake manifold takes form.

### PHASE 2: VIRTUALLY THERE.

Engineer Jason Davis, using CAD software, creates a computer-based model with which he simulates real-world testing for optimal airflow and efficiency.

### PHASE 3: THE TEST MULE.

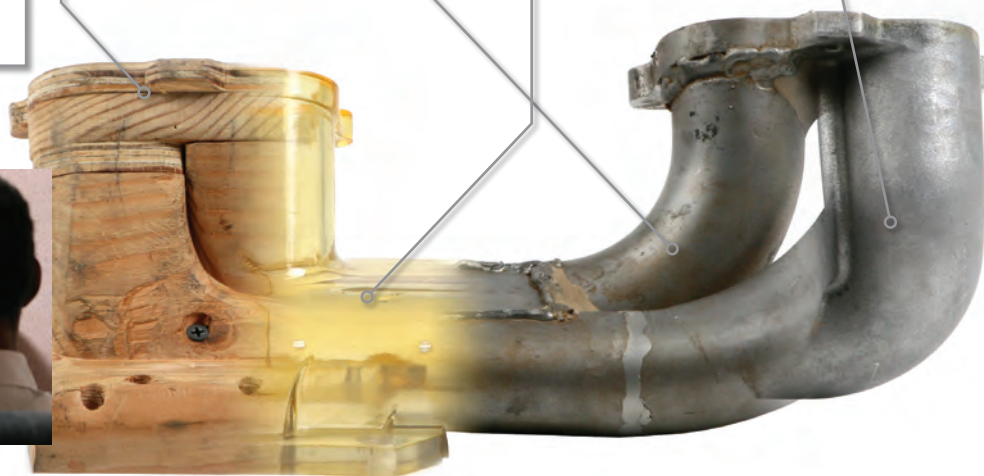
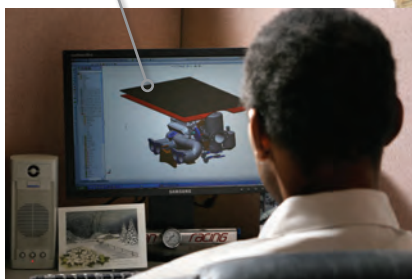
Based on the CAD drawings, the product development team hand-fabricates a working prototype for preliminary fitment and testing.

### PHASE 4: THE MOLDED MODEL.

Before the final molds for casting are created, a clear plastic prototype of the manifold is commissioned. It is measured for tolerance and then all supercharger components are bolted to the car. If it passes, the green light is given for production.

### PHASE 5: QUALITY CONTROL.

Moss isn't through scrutinizing the intake manifold once it's produced. Products are continually monitored, and production and sales are put on hold or stopped if an employee or a customer uncovers a problem that can't be quickly and simply solved.



new projects are in process at all times.

Luis is most proud of the MGB supercharger kit, a complex product that results in a 40 percent power increase. But he admits that the fastest selling

product in company history was a simple center console organizer for the Mini; he carved the pattern out of foam used for floral arrangements. "When you hit on a need, customers respond," he says.

The dash switch bezel remover was another simple, much-needed item. Since only dealers had the required tool, mechanics and owners have been gashing dashes with screwdrivers for decades when replacing switches.

### The Lock-Up

The Lock-Up is like the ancient library of Alexandria – a valuable, irreplaceable reference archive representing the technical knowledge base and history of the British car industry. To a British car owner, it is hallowed ground.

This parts Mecca is caged and locked; only three employees have the key. It contains new and used original British car parts, hardware, and accessories, either in original boxes or toe-tagged, and often accompanied by factory blueprints and drawings. Prototypes and first product samples for each Moss-developed part are also stored here.

Moss technical experts and new product development team use the rare vintage parts here for reference. For instance, when Moss decided to reproduce a fiberboard glove box that disintegrated when wet in more durable plastic, they referred to the original part in the Lock-Up to get the right texture.

"It's a treasure trove," says Technical Director Mike Grant, adding that the company is constantly adding to the collection with newly developed parts and accessories.

### Retro Goes High Tech

Adapting modern technology to cars developed a half-century ago is a challenge, and Moss tries to ensure that upgrades like superchargers and air conditioning don't require sawing up the car, so an owner can return it to vintage specs down the road, says Luis. "We tried to make the MGB air conditioning look like an original part of the car, not just hung in. It features a modern compressor, condenser, and dryer."

Another challenge is using modern technology

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**Moss used to reproduce original equipment, but now the team focuses on how to make the parts better, like making exhaust systems out of stainless steel, and boosting horsepower. Although the supercharger development program took a year-and-a-half from conception to delivery, it has been enthusiastically received by the hobby.**

but keeping the outside looks period-correct. For instance, the MGB intake manifold looks the same externally, but runs about 10 degrees cooler thanks to internal upgrades that enhance air speed and flow.

There's a voltage regulator under development that looks like the original, but inside the housing is a solid state circuit board. "We've got 34 pages of CAD drawings for this small unit, and have spent 150 hours on the drawings alone," Luis says.

Engine cooling takes a cue from racing with updated features on the MGB oil pan – it's made of die cast aluminum with external fins to dissipate heat better, while inside the baffling prevents oil surges and the windage tray optimizes performance.

The aerospace industry inspired new heat shields, with high-tech materials replacing old asbestos. The product cuts passenger compartment noise and heat by 40 percent, says Luis. "Some of those thin floor boards can barbecue your feet."

Sometimes performance part development leads to additional projects, Luis explains. For instance, the added power from the supercharger spawned requests for enhanced brakes, and led to an alternator conversion kit.

Shiny accessory parts are also popular, so Moss reprises period accessories like luggage racks made of polished stainless steel with proper fit and finish.

### **Necessary Original Parts**

Original reproduction parts still make up the biggest part of the market, says Shelly Arjomand, corporate purchasing manager. "We aim to keep these cars on the road," she says, adding that sometimes Moss has to make necessary parts even when they don't sell many of them. For instance, Moss only sells about eight TR6 fuel lines per year, and the minimum order is a 20-year supply. "We can't just not carry them," she adds. Likewise for the MGTD wiper motor, which had been unavailable.

Moss reproduces many original parts when there are issues on availability, price, fit, accuracy, or quality. The Global Sourcing team always considers whether an original part can be improved for better fit, finish, or longevity before issuing a production order, says Arjomand.

Product team members go to lengths to ensure that vintage replacement parts are exacting to the originals, explains Arjomand. For instance, the only TR6 front spoiler on the market didn't look anything like the original, so Moss researched and found a new original spoiler to use as a sample, then worked up the CAD drawings and specs, checked the sample fit, and now stocks an accurate reproduction. Only it's made of more durable High Density Polyethylene for added benefit.

### **Accuracy Demanded**

The most extensive effort to ensure accuracy came from Mike Grant, Moss technical director, on the Austin-Healey and Triumph brake reservoirs. Although the factory kept the same part number, they used four different caps and two different decals over the years and did not document when changes were made.

By researching old original parts, photographs, and documentation, Grant developed a 12-page flow chart illustrating the brake reservoir caps and decal use by year, month, and VIN number. The document allowed Moss to produce the correct parts that haven't been available for over 30 years; enabled owners to learn exactly what should be on their cars by posting the research online; and resulted in changes to the concours judging requirements.

For the Moss team, it wasn't enough to simply make the brake reservoir appear correct, they wanted to improve the part's performance too. What you can't see inside is a stainless steel



washer with integral Viton O-ring, plus an anti-splash rubber seal inside the cap. "If we go to the trouble to make it, the part must be accurate, incorporate better technology, and provide better performance," says Grant.

When possible, Moss offers owners the option of both the original part and an upgraded, modern version. For example, MGB owners can choose the original exhaust from the old patterns, or a polished stainless steel exhaust that fits better and bolts on with hand tools.

Moss also offers both original and improved carpet kits for the Austin-Healey 3000. The original carpet had ragged edges and was darted for the dipstick, but the kit changed over time as customers complained that the carpet wore on the dipstick head, explains Grant. Now as the cars are worth more, there were complaints that the carpet kit wasn't accurate, so Moss re-introduced the cut and sewn as-original kit in addition to the custom deluxe kit with dipstick flap making it easier to check the oil level.

### Customer Instructions & Feedback

Moss puts great emphasis on part documentation and installation instructions, says Grant. "If a part is installed wrong, it looks awful or doesn't work right, the customer has a bad experience, and it's all our fault." For instance, Moss doesn't make top frames, but provides documentation on the various types for the Austin-Healey 3000. "If a customer orders the wrong top for their frame, it fits like socks on a rooster," he adds.

**Product team members go to lengths to ensure that vintage replacement parts are exacting to the originals.**

When Moss saw huge return rates on Dunlop wire wheels, the technical experts learned that the wheels can't be balanced on computer balancing machines. Once they started including directions on how to balance them, returns ended, explains Grant.

Even one return or customer complaint can be enough to flag or freeze a product, since Moss takes quality issues seriously, Grant says. Despite many levels of quality control and inspection, there are 30,000 products to track at Moss.

For instance, Moss sold 135 sets of billet aluminum door lock knobs (\$75) for the Mini without a single return, but when one customer said he destroyed the door lock mechanism trying to get the original plastic knobs off, Moss investigated. The knobs are attached to a wire leading to the locking mechanism in the bottom of the door; the cost to repair the door mechanism was \$400. Moss got in touch with buyers who mostly responded that they shelved the product when they couldn't get the knobs off. The company stopped selling the product, returned the unsold inventory, and sent an unsolicited refund to all 135 customers.

Customer feedback helps improve product quality, says Arjomand. Moss sold hundreds of a replacement body panel without a single return, but when one customer said the holes didn't line up, Moss checked the original body panel only to learn they never fit either. Calls to repair shops confirmed that mechanics were drilling out the holes to adjust. With new design specs, the replacement panels now fit better than the originals.

"We've all got to work together to come up with products needed and enhance the quality of these cars," says Arjomand. **BM**

### Customer Feedback Requested

If you're surprised or disappointed by a part or accessory you ordered through Moss, that's a problem, says Mike Grant. His department, Technical Services, wants to hear from you so they can make it right, whether the problem is design, manufacturing, installation instructions, or marketing information. If it's not what you expect, call 800-667-7872!

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# SPRITES AND MIDGETS: CHEAP AND CHEERFUL



## The most amount of enjoyment for the least amount of money

BY KATHLEEN M. MANGAN

Cute, fun, and affordable are the key benefits that most MG Midget and post-Bugeye Sprite owners point to proudly. Pin-sharp handling and throttle response makes drivers smile. Vintage racers and autocrossers love the power-to-weight ratio and potential for hot tuning. In production for 18 years, Sprites and Midgets have always had a large enthusiast base.

The “square-bodied Sprite” was born when the Austin-Healey Bugeye Sprite, which launched in 1959, came in for major restyling to counter criticism on its quirky design and lack of an opening trunk. Interestingly, the front end restyling was given to the Healeys, but the rear end restyling was given to Syd Enever’s team at MG so it bore similarity to the MGB. Thankfully the teams collaborated to integrate the separate designs.

The Austin-Healey Sprite Mark II debuted in 1961 with more conventional squared-off styling over the same running gear and 948cc A-series engine producing 47 horsepower.

The new model corrected the Bugeye criticisms. The body was unitary construction, front suspension was double wishbones and coil springs, steering was rack and pinion, the square styling theme was used on rear wheel arches, headlights were moved to the front corners, a trunk lid made storage easier, and a full-width grille announced its arrival.

The MG Midget Mark I launched a month later. The two similar cars became known as “Spridgets.” Over the four official Marks of the car, there were four different engines, and many mechanical and cosmetic changes. Horsepower rose to 66 in the 1500cc engine, with top speed over 100 mph. Styling went from classic chrome bumpers to black rubber-bumpered versions.

Which Sprite or Midget should you consider? It depends on what you want to use it for, says Kelvin Dodd, Moss technical expert. “If you want to drive the car on weekends and nice days only, get an early side curtain car. It’s a classic roadster that’s as much fun as a Bugeye with the convenience of elbow room, easy opening hood, and a closing, locking trunk.”

Dodd adds that the early cars with steel dash boards and grille will be more collectable. And the pre-1968 cars weren’t compromised by smog and safety regulations. But remember, there’s no synchro on first gear.

If you want a fun car to drive on a regular basis in any weather, go for a 1275cc car between 1968 and 1974, says Dodd. “The top works well, there are wind-up windows, and it’s non-smogged so still has power.” He adds that you can squeeze a lot of power out of an A-series engine.



The MG Midget received a big update during 1974. MG added black rubber bumpers to each end of the car—technically they're made from plastic—while the original A-series engine was replaced with a 1500cc unit sourced from the Triumph Spitfire.



### The 1500 Has Merit

Dodd thinks the Midget 1500 is worthy of consideration, too. "It's good for running around town since it has bumper protection, and it's easy to get in and out of with the raised ride height." If you don't like the black bumpers and loose handling, you can lower the suspension and change the bumpers to the chrome ones found on earlier cars.

You can pick up a 1500 Midget for next to nothing, although at that price they tend to have a broken engine or worn transmission, says Dodd. The engine has weak points, but they can be fixed. The biggest problem is failing thrust washers, which allows the crankshaft to move forward and back in the block, which destroys the

Want to make your MG Midget or Austin-Healey Sprite even better? Moss Motors carries a full slate of hop-up and restoration components, from sporty steering wheels and replacement carpet kits to go-fast engine parts and fresh spark plug wires.



### Popular Replacement Parts

<b>296-641</b>	\$41.95	3Payen <sup>2</sup> Head Gasket Set, 948-1098
<b>434-540</b>	\$29.95	Water Pump, 948-early 1275
<b>360-400</b>	\$29.95	Heater Valve, 948-1275
<b>375-440</b>	\$32.65	Carb. Rebuild Kit, Midget 1500
<b>180-346</b>	\$109.95	Brake Master Cylinder 1275-1500
<b>264-000</b>	\$159.95	New Front Shock Absorber, R/H
<b>182-175</b>	\$15.95	Rear Brake Shoe Set
<b>459-910</b>	\$109.95	Windshield (wind-up widow cars)
<b>244-730</b>	\$279.95	Stainless Steel Luggage Rack
<b>145-490</b>	\$72.95	Wiper Motor, 1968-on
<b>140-400</b>	\$119.95	Starter
<b>242-200</b>	\$306.95	Top, black vinyl, 1969-on

## Insider's Info:

The name Midget was first used by MG in 1929 for the M Type, considered a baby sports car based on the Morris Minor. It was applied to cars up through the TF, but the name now refers to cars made from 1961-'79.

A total of 224,416 Midgets and 80,360 Mk II-IV Sprites were sold for a total production of 304,776 cars. (Source: Horler)

Spridgets are notorious rust mongers; look for rust around the entire lower perimeter of the car.

Innocenti in Milan produced a more luxurious version of the Sprite/Midget, using the standard underbody with a body designed by American Tom Tjaarda who was working at Carrozzeria Ghia. Innocenti 950 Spiders, 1100 Spiders, and C Coupes were produced from 1961 to 1970.

When British Leyland didn't renew the contract with Donald Healey, the name on the model built in 1971 was switched to "Austin Sprite." There were just 1,022 built before the model was discontinued in July.

Sprites were imported into Australia in completely knocked down (CKD) kit form, and were assembled there with some local parts to satisfy import legislation.

The Lenham Motor Company in Kent, England, was well known for Spridget coupe conversions, called the Lenham-Healey GT Coupe.

Looking for a Spridget? Andy Reid, *Classic Motorsports'* auction editor, says to budget about \$4500 for a good driver. A nice 1500cc car should fetch about a grand less.

Sprites were no longer exported to the U.S. after 1969, and production ended in 1971. Michael Edwards, head of British Leyland, signed the death knell for MG in 1979, shutting the Abingdon factory.

The last MG Midget to roll off the production line at Abingdon on December 7, 1979 was appropriately colored black and went straight into the British Motor Heritage Collection.



Moss Motors co-owner, Robert Goldman, says his MG Midget is the car he should have had when he was 18. Named The Flaming Cockroach, he says the car is a mongrel, with a '73 tub, early grille and lights, and a variety of parts from the bin. It boasts a Moss supercharger, Mini Cooper S cam, aluminum flywheel, aluminum cylinder head with port work by Sean Brown at Flow Speed, a long center branch header, and billet four-pot brake calipers by Kent Auto Developments.

crankshaft, connecting rods, and the block. The fix requires machining the block for extra thrust washers. Plus the 1500 transmission is weak, but the bolt-on T9 5-speed conversion is an easy fix for this problem.

In fact, Dodd recommends pulling the transmission on all Spridget models and putting in the T9 5-speed conversion kit. There are no parts available for the early “smooth case” transmission; the “ribcase” gearbox found in the last 1275s still didn’t have synchro on first gear; and none had overdrive. “The gearbox is the weak point on the car,” he says.

If you want a car to go vintage racing, you’ll probably want a ’67 or earlier. For all forms of racing, the lighter the car the better, so that means the earlier side curtain cars, explains Dodd. “The car corners like it’s on rails,” he says. “It has a stiff suspension, light weight, powerful engine, and a tremendous racing heritage.”

Easy to Customize

Because all parts and pieces are retrofittable, you can build a Spridget the way you want it—an early car with later upgraded components like disc brakes, or a later car back-dated with early period trim. Originality isn’t an issue on these cars, so it’s all about customization.

The ultimate upgrade is the Moss supercharger on the 1275cc engine, adding big performance gains, says Dodd. Then you can put on an aluminum head with hardened valve seats, which runs cooler and allows higher compression ratios. And for better clamping with the supercharger, he recommends the ARP head studs, which are less likely to snap or stretch.

There are many intake manifolds for different design carburetors to choose from.

On suspension, Dodd recommends the upgraded 3/4-inch anti-roll bar for all Marks. You could also do tube shock conversions if you want to modify the handling characteristics. The rear spring lowering kit is helpful for the 1500. He also recommends upgrading the axle shafts on all Marks, but especially if you have an early car with 1275cc engine upgrade.

The exhaust is pretty primitive: a straight pipe with muffler

Sprite/Midget Production Changes

Sprite Mk II/Midget Mk I:

Sprite produced: February 1961–March 1964

Midget produced: March 1961–March 1964

Engine: 948cc

Features: Conventional opening hood and trunk; plastic sliding side curtains; 1 1/4-inch twin SU HS2 carburetors; close-ratio gearbox; rear bumper bar

Major production changes:

September 1962: Displacement increased to 1098cc; standard front disc brakes

Sprite Mk III/Midget Mk II:

Produced: January 1964–November 1967

Engine: 1098cc

Features: Wind-up windows; semi-elliptic rear springs; curved windshield; black crinkle-finish dash; exterior door handles; door locks; optional wire wheels

Sprite Mk IV/Midget Mk III:

Sprite produced: October 1966–July 1971

Midget produced: October 1966–October 1974

Engine: 1275cc producing 65 hp

Features: Folding soft top and frame assembly; separate brake and clutch master cylinders

Major production changes:

September 1967: Reverse lamps added

November 1967: Dual circuit brakes; padded dash

December 1967: Emission controls; cross-flow radiator

December 1968: Top with hook and loop strips

September 1969: Face lift with new grille and black trim

October 1969: Rostyle sculpted steel wheels

October 1971: Rounded rear wheel arches for Midgets with specific Rostyle wheels

February 1972: Triumph steering rack

December 1973: Black rubber over rider blocks fitted to chrome bumpers

MG Midget 1500 (unofficially the Mk IV):

Produced: November 1974–December 1979

Engine: 1493cc (also powered the Triumph Spitfire)

Features: Black rubber bumpers integrated with front grille; raised ride height; square rear wheel arches; all-synchromesh gearbox; single Zenith carburetor

Major production changes:

March 1975: California version with catalytic converter

October 1975: Auto-choke carburetor and catalytic converter on North American cars; revised cooling system

July 1977: Revised dash, instruments, steering wheel

1979: Production ceased

\* Dates are based on when the factory started production. Source: “Original Sprite and Midget” by Terry Horler.

on the end, says Dodd. So you could consider a header for all engines to provide freer flowing exhaust and a bit more power, plus a sport muffler. There's a radical exhaust system for the 1500 with two sets of twin tips out the back end.

### Popular Upgrades

Other cool Spridget upgrades to consider: an electric cooling fan, electronic ignition, Cobalt plug wires, high performance coils, a gear reduction starter, slotted brake rotors, and stainless brake hoses.

For wheels, choose between 5-inch-wide Minilite-style sport wheels or a wire wheel conversion kit. Tourist Trophy steering wheels and luggage racks are also popular. And of course Moss has every bit of sheet metal you'd need for rust repair or body work, plus high quality interiors and tops.

Dodd's dream car would be a Sprite Mk II or Midget Mk I with a 1275cc engine, supercharger, T9 5-speed transmission, and front Costello tube shock conversion. "Do this and then go out and run the wheels off it," he says. **BM**

Steve Van Hap photo



This 1967 Austin-Healey Sprite owned by David Wyckoff of Castaic, California is a force to be reckoned with in the VARA (Vintage Auto Racing Association) series in Southern California. This 1275cc Spridget was customized for racing at Tom Colby's Speedwell Engineering in San Fernando, California, and was campaigned nationally for 19 years with many class wins before Wyckoff purchased it two years ago. Wyckoff is currently second in points in the EPM class.

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# STEERING THE SHIP

## Upgrading Your Steering Wheel Is a Quick and Painless Job

BY TIM SUDDARD

PHOTOGRAPHY BY THE AUTHOR

It amazes us how many cars have steering wheels that are either in rough shape or are awkward to handle. If you think about it, every second you spend driving your car, you have your hands on the steering wheel.

From that perspective, you could argue that your steering wheel is the most important component of your car. It's also the one part that you see constantly. It should look good, right?

Besides beautifying the cockpit, a steering wheel swap can also solve minor ergonomic problems. You could move the wheel closer or farther away, or fit a smaller or larger wheel.

On our early Triumph TR6, the original steering wheel had seen better days. As a temporary replacement, we found a late TR6 wheel at the Carlisle Import & Kit Nationals.

That replacement didn't fit so well though. The early TR6 wheels are dished away from the dash, while the later wheels are dished toward the dash. End result of the swap: Our fingers kept hitting the switch gear.

Our goals were simple: Retain the stock diameter so steer-

ing effort wouldn't go up. We also wanted a wheel with good looks and proper fit.

In a quick browse through the Moss catalog, we found all kinds of cool aftermarket steering wheels. Moto-Lita wheels are gorgeous, but they aren't always the most affordable choice. However, Moss sells a line of Tourist Trophy steering wheels. They are nearly \$100 less expensive and look every bit as nice as a Moto-Lita wheel.

When the wheel arrived, we were impressed. It was nicely made, fit the TR6 perfectly, and solved all our steering problems. The Tourist Trophy hub moved the steering wheel away from the switch gear, and the new wheel is comfortable to hold.

Changing a steering wheel is easy, and any decent home mechanic with a few common hand tools can do it in less than an hour. The only tool that may not currently be in your toolbox is the 1<sup>1</sup>/<sub>16</sub>-inch or 27mm socket required to remove the wheel. **BM**



**1.** The stock steering wheel looked pretty good, but it wasn't a good fit for our early Triumph TR6. It also puts your fingers too close to the switch gear.



**2.** The Tourist Trophy wheel and hub kit, combined with less than an hour of your time and a few basic hand tools, will change the way your British car looks and feels.

### 3.



Start the installation by carefully prying off the original center cap from the steering wheel. A small flat-bladed screwdriver works well.

You can also pry off the outer padded area, but you don't need to remove the wheel.

### 4.



### 5.



Take a  $1\frac{1}{16}$ -inch socket—a 27mm socket will also work—and loosen the nut that secures the steering wheel. A puller can remove the wheel, but you can also use brute force: Loosen the nut so that just a few threads are engaged and give the wheel a good yank. It usually comes right off. A bit of penetrating oil placed on the steering column's splines and even a blow with a brass drift can help here, too.

Why do we leave the nut slightly threaded? We don't want to smack ourselves in the face with the steering wheel when it finally comes loose.





6.

Our 15-inch Tourist Trophy wheel is about half an inch larger in diameter than the stock, later-style TR6 wheel. Moss also sells a 14-inch version.



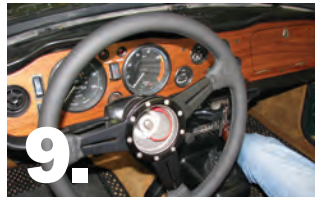
7.

The hub kit comes with the stainless steel nuts and bolts needed to secure the hub to the steering wheel. A hex key is also included.



Feed the horn wire through the back of the hub.

8.



9.

Your wheel is now mounted. Before going too far, make sure that the new hub and wheel are lined up properly. Be sure to do this safely: Coasting down the driveway is better than blasting down the interstate.



10.

Stick your Triumph center cap into the horn button, connect the horn button wire to the hub, and you are ready to roll.



11.

The new wheel is mounted. Time to go for a spin.

## The Goods

489-050  
853-785

Black, slotted Tourist Trophy 15-inch steering wheel  
Hub with horn push button and 28mm Triumph emblem

\$224.95  
\$84.95

## TIMELESS TIPS



**Words of wisdom from drivers who know—or maybe learned the hard way**

### STOP!

Moss Technical Services

#### Adjusting Drum Brakes

Adjustment of most British brake systems is a simple operation that should be done regularly. The time-tested method is to turn the adjusters clockwise until the shoe comes up against the drum, and then “clicking back” until the wheel turns free. Most manuals recommend one click to free the drum, but two or more are usually needed.

Rotate the wheel by hand to check the adjustment. A slight “scuff” is permissible, but no drag must be present. Check the drum for concentricity if the adjusters must be backed off an excessive amount. On twin-cylinder systems, adjust each shoe in turn. It is advisable to remove the brake drums at least once each year to inspect the linings and drum surfaces.

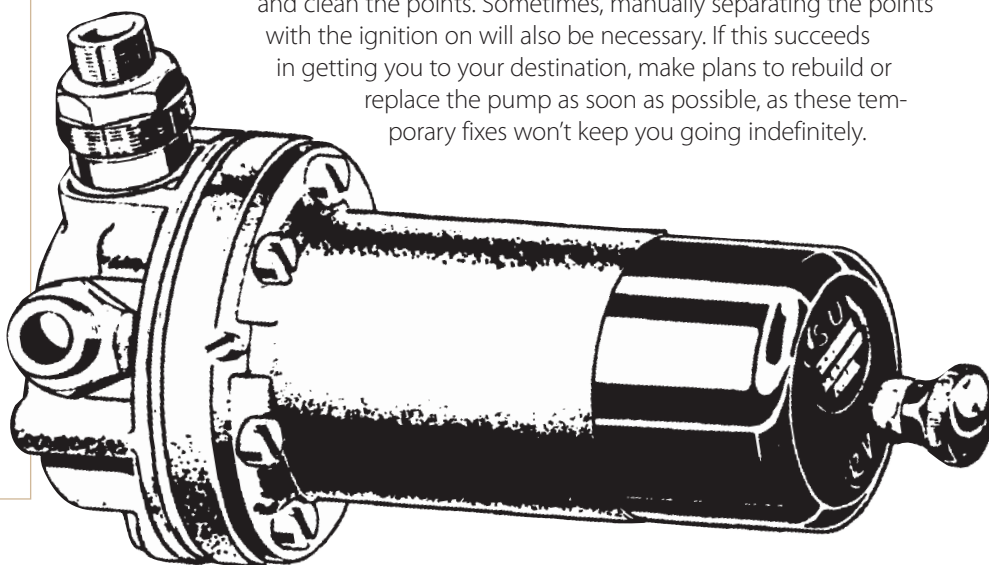
### GO!

Paul W. Johnson, Lakewood, Ohio

#### Fuel pump leave you stranded?

SU fuel pumps have, perhaps unjustifiably, earned a reputation for poor reliability in spite of the fact that most original pumps function flawlessly for a great many years. Nonetheless, when they do get old and tired, and suddenly stop functioning, there may yet be hope!

Try lightly tapping on the side of the pump with a light hammer or wrench. This will frequently shock your SU back to life. If this fails, remove the plastic end cover and clean the points. Sometimes, manually separating the points with the ignition on will also be necessary. If this succeeds in getting you to your destination, make plans to rebuild or replace the pump as soon as possible, as these temporary fixes won't keep you going indefinitely.



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## Distributor Breaker Points

### Function:

The function of the points is to make and break the electrical circuit to the coil. Each time the points open, the circuit is broken, causing the magnetic field around the ignition coil to collapse. When this field collapses, a high voltage spark is created that fires the spark plug. The points must open sufficiently to break the circuit and minimize arcing. The points must remain closed long enough for the magnetic field to regenerate before the next spark plug is fired. The distance the points open is called "gap," and the amount of time they remain closed is called "dwell." On a four-cylinder engine operating at 3,500 rpm, the points open and close 7,000 times per minute.

### Problem Areas:

Each time the points open, a very small amount of metal is transferred from one side of the

points to the other. This transfer is uneven, and in effect closes the point gap. The second problem area is the fiber block that rides on the distributor cam and opens the points. This fiber block not only seats itself on newly installed points, but wears on points that have been in use for long periods of time. The combination of wear and metal transfer will eventually close the points completely, and the engine will no longer run.

### Symptoms:

As the gap begins to close beyond some rather broad limits, the engine will start to misfire under hard acceleration.

As the gap closes even further, the engine will start to miss at normal road speeds. Further closing of the gap will result in an engine that is hard to start and impossible to make idle properly. These symptoms are very similar to those of fuel starvation caused by a faulty fuel pump, plugged fuel line or filter, or dirty carburetor.

### Conclusion:

Before taking the fuel pump apart or tearing into the carburetors—both messy jobs—check the point gap.

## Advice From the Field:

During the past summer, I assisted at least nine different owners that thought they had fuel starvation problems, when in reality they had points that had closed beyond their limits. It is a good idea to carry a spare set of points in the car, as a badly burned set of points are nearly impossible to set.

# ROLL!

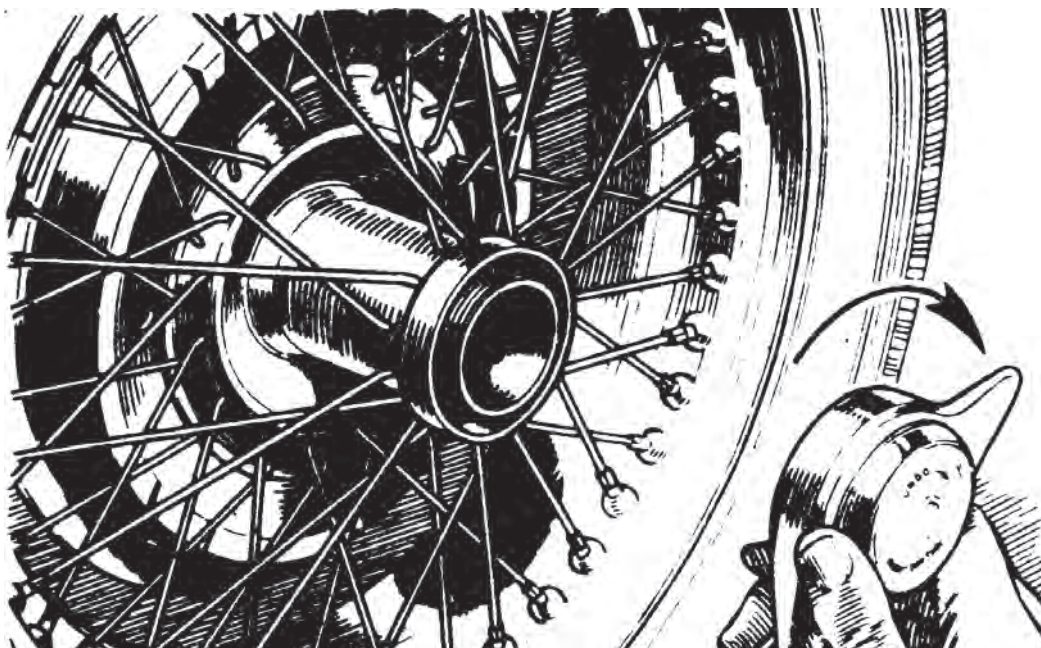
Ron Phillips, La Habra Heights, CA

## Wire Wheel Care

The second most frequently asked question about our cars must be: "How do I take care of my wire wheels? Should the car be off the ground to hammer the knock-off, or should the wheel be on the ground?"

Well, that's two questions, but the problem remains. Whether you call it a knock-off, a knock-on, a nut, or a locknut, BMC felt inclined to issue a Technical Service Bulletin on the matter.

In short, you should always hammer the nuts on or off with the wheel off the ground and free to rotate. While they don't say so, many people believe this will decrease the force transmitted





into the spokes from each blow. If the wheel is not free to turn, then the spokes take the full brunt of each hammer blow.

The rest of the information is definitive! If you do as BMC says, your wheels should last much longer than if you don't. How many of you have had to hacksaw off a wire wheel that had become rusted to the hub? A few of you have. So inspect, grease, and check your wheels at least once a year, preferably before the rainy season.

As an added precaution, use an anti-seize lubricant that comes in a large can with a brush in the lid. One can should last a lifetime and isn't all that expensive at a local auto parts store.

One final word: Don't forget to use RTV silicone inside the wheel hub on top of the spoke heads to seal out water and prevent grease or anti-seize lubricant from being spun out onto your spokes and wheels. Several of us have used this technique for years and it works great!

What can you do if either the wheel hub or

the center of the wire wheel is too worn? By getting new wheels, you might get by with a worn hub a bit longer. A somewhat temporary trick is to use a couple of pieces of shim stock from .0001 to 0.003 inch thick, spaced around the hub to tighten up the splines. It is even possible to dress up the splines with a small file. But, these fixes just prolong the inevitable; sooner or later the rear hubs will have to be replaced if they have been run with loose wheels.

*It makes good sense to take care of your wheels and hubs. If you don't, you will cripple your car. As a postscript, an aluminum can will do in a pinch to get you home if you spin a wheel. Use it for shim stock and the contents to soothe your pending expenditure. The shims mentioned are for very temporary use only. Putting an old wheel on new splined hubs—or a new wheel on old splined hubs, for that matter—will act to no advantage, since the old component will wear out the new component! -Moss Technical Services*

## TOUR!

Craig Cody, Santa Barbara, CA

### Touring In Your Classic Sports Car

With the summer season upon us, our thoughts turn to long motoring trips in our British cars. My "big trip" of the summer is a drive some 250 miles up the coast to the Monterey Peninsula for what has to be one of the most incredible automotive weekends on earth. It includes the Monterey Historic Races and the Pebble Beach Concours d'Elegance. Without a doubt either of these events is enough to send any enthusiast into sensory overload, and together they are a motorhead's nirvana.

Preparation for an extended journey involves, as much as anything, plain common sense. I usually begin with a thorough inspection of the car as follows:

#### Engine Compartment:

- Check all fluid levels and top off as necessary.
- Inspect hoses and belts for wear and cracking.
- Make certain that all electrical connections are clean and tight.
- Check carburetors for leaks and, if applicable, add oil to the dashpots.

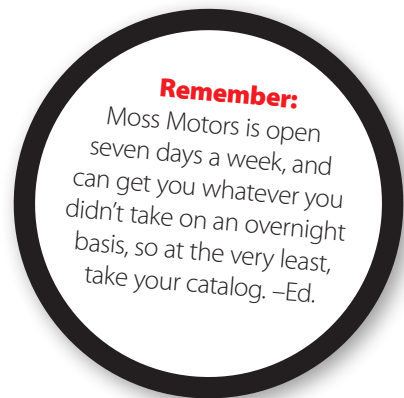
#### Outside:

- Inspect tires for cuts and wear and inflate to proper pressure. (Don't forget the spare!)
- Turn on all the lights and check for burned out bulbs. Make certain that both high and low beams are functioning properly.
- Honk the horn!

#### Tools:

While many of our cars had factory tool kits, over the years tools have been either lost or removed from the car entirely. I carry a rudimentary tool kit in an original type tool roll. Requirements for different cars vary, but you will need at least the following:

- **Pliers:** Needle nose and regular.
- **Screwdrivers:** A couple of sizes of both straight and Phillips.
- **Crescent wrench:** Call it an "adjustable spanner" if you wish to sound British.
- **Feeler gauge:** I don't know why, but I always have a fear of my points closing up, and no way to set them. Indulge your own little idiosyncrasy with a favorite type of tool.
- **Jack and lug wrench or wheel hammer:** Are they really there? Better check!
- **File:** I like to carry a point file, fuel pumps can be given enough life to get you home if you file the points.
- **Electrical tape and wire:** These items are pretty self-explanatory and very useful.
- **Wrenches:** A basic set of combination wrenches is an absolute necessity. Make certain that they are of the appropriate type for your car—Whitworth, S.A.E., etc.



## Spares:

The spare parts you carry will really be dictated by how recently things were replaced. If your fan belt is fairly new, it would be silly to carry a spare. I always carry spark plugs, points, and a condenser. Just use your own judgment here, based on what you feel you might need, how long the trip will be, and how far your route will take you from civilization. A couple of quarts of oil and at least a gallon of water are absolute musts.

It has been my experience in that packing for a long journey, I usually take more than I need. Any long trip is a lot more fun if you can arrange to do it with at least one other classic British car. The more the merrier. We always drive up along Highway 1 through Big Sur on what has to be one of the greatest sports car roads in the entire world.

A final note, if there is any way you can arrange it, you owe it to yourself to visit the Monterey peninsula the third weekend in August. Whether you drive or fly in, it is something that every enthusiast must do at least once in a lifetime. There is a campground right at the race track, and if you have never awakened on a Saturday morning to the sound of a Ferrari, Aston Martin, Jag or any one of a dozen other cars doing hot laps for practice, well, you just haven't lived. See you there, and happy motoring.

## Disclaimer:

*Although every effort has been made to ensure the accuracy and clarity of this information, errors and/or omissions on our part are almost inevitable. Any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website. If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you within 2 business days.*

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## MY DAD'S 1964 AUSTIN-HEALEY

BY DOUG LAPOLLA

In the spring of 1964, my father, Al LaPolla, ordered a brand-new white Austin-Healey 3000 Mk. III at Guibardo Motors in Bellerose, N.Y. Not long after I got my driver's license at 16, my father took me for a ride in the Austin-Healey, pulled over, and asked me if I wanted to drive.

Of course I said yes, and nervously got behind the wheel. I knew how much my dad loved his car...I didn't want to crash it. We made it home safely and I realized why he loved it so much—it was really fun to drive.

I never drove the Austin-Healey again while my dad was alive; he passed away suddenly when I was 21. For years I talked to my mom about the car and she couldn't decide what she wanted to do with it. When I was financially able and had a garage of my own, I purchased the car. It had been stored in my uncle's garage for 16 years before I moved it to my home in Putnam Valley, N.Y.

In February 2006, I hauled the car to a Connecticut shop known for Healey restorations. The engine was running in no time, so I thought: "Wow, this is going to be done quickly." Boy was I wrong.

Short on staff in the resto shop, the car sat for a while before it went to the paint shop, and sat again when it returned. I was frustrated. I ended up helping on assembly, and got it home in December 2006 with a great deal of work yet to do.

I purchased new tires and mounted them on the original restored wheels so I could drive it again. But I was afraid of breaking down since I hadn't restored the engine yet, so only drove it a few times. In fall 2007, I contacted another

restoration specialist who does beautiful work and knows Healeys. He works on only one project at a time, so my car got his full attention. It took six weeks and a lot of Moss parts to finish restoring the engine and compartment, suspension and front end to original condition.

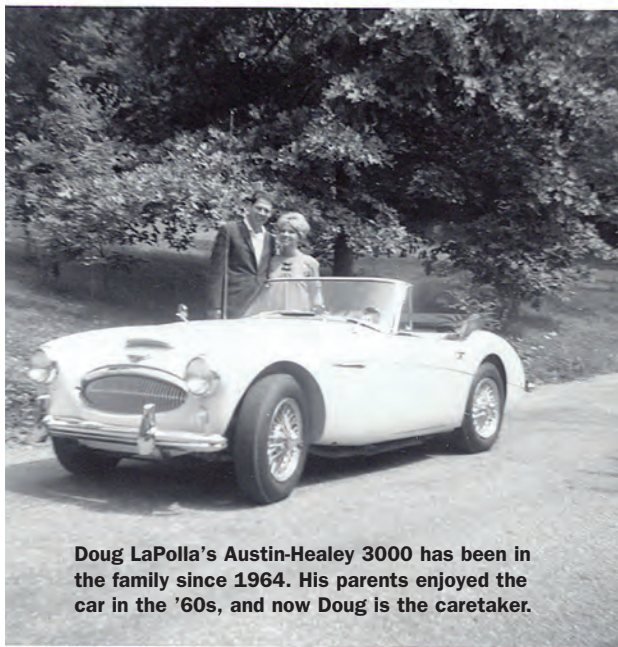
The engine only had 18,000 original miles and was now running as good as new. I was enjoying nice long rides until the brakes started to lock up because of the servo, rendering the car too dangerous to drive.

So the Austin-Healey went back to the resto shop last spring. The brake servo was replaced, and the car bottom and back wheel wells were stripped and painted. The original exhaust system was restored, including the rear mufflers since at the time there were no replacements available. The floor rugs were brought back to life; the interior was otherwise in great shape.

The last challenge was replacing the soft top, a frustrating experience since a number of tops I ordered either didn't fit or look right. Finally I purchased a Robbins top from Moss Motors that looked and fit perfect.

Fittingly, the restoration was complete on Father's Day weekend. I drove my dad's beloved Austin-Healey home looking even better than the day he bought it 46 years before. My dad intended to show the car, so I decided to do so in his memory, and took it to a local event. The attention and praise that his pride and joy got made it all worthwhile.

I thank Johnny at Johnny Morris Fabrication & Design in Pleasant Valley, N.Y., for seeing this project through to completion. **BM**



Doug LaPolla's Austin-Healey 3000 has been in the family since 1964. His parents enjoyed the car in the '60s, and now Doug is the caretaker.



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## June

**13-17 MG-2011, North American Council of MG Registers All-Register Gathering**

Reno-Tahoe, NV | [MG2011.com](http://MG2011.com)

**15-19 TRA (Triumph Register of America) National Meet 2011**  
Fort Wayne, IN | [TRA2011.com](http://TRA2011.com)

**16-19 Rendezvous on the Red held by the British Iron Society**  
Fargo, ND & Moorhead, MN | [britishironsociety.com](http://britishironsociety.com)

**17-19 Tanglewood British Motorcar Festival**  
Lenox, MA | [www.tanglewoodmotorcarfestival.com](http://www.tanglewoodmotorcarfestival.com)

**19 Eurocar 2011**  
Cazenovia, NY | [www.mgcarclub.com/cny](http://www.mgcarclub.com/cny)

**26 24th Annual British Car Show**  
South Bend, IN | [michianabrits.com](http://michianabrits.com)

**27-29 Put-in-Bay Road Races Reunion**  
Northwest Ohio in Lake Erie | [www.pibroadrace.com](http://www.pibroadrace.com)

**27-July 1 Austin-Healey Rendezvous**  
Vancouver, WA | [dwhightbj8@msn.com](mailto:dwhightbj8@msn.com)

## July

**16 Brits on the Delaware**  
Kintnersville, PA | Tony Hess 610-346-9026 [aghhop@aol.com](mailto:aghhop@aol.com)

**18-22 50 Years of Midgets and Spridget Event**  
Elkhart Lake, WI | [www.sprite-midgetclub.org](http://www.sprite-midgetclub.org)

**23 Western Washington All British Field Meet**  
Bellevue, WA | [abfm.com](http://abfm.com)

**24 19th Annual Tea at the Vicarage Rally & Picnic**  
Howe, IN | [michianabrits.com](http://michianabrits.com)

## August

**7 Columbia River Concours d'Elegance**  
Fort Vancouver, WA | [columbiariverconcours.com](http://columbiariverconcours.com)

**12-14 All Triumph Drive In**  
Seattle, WA | [tyetriumph.org](http://tyetriumph.org)

**13 20th Annual British Field Day**  
Salt Lake City, UT | [bmcu.drooartz.com](http://bmcu.drooartz.com)

**17-21 Triumph in the Rockies III**  
Breckenridge, CO | [vtr2011.com](http://vtr2011.com), [rockymountaintr.org](http://rockymountaintr.org)

**21 Greater Rochester Triumph Touring Club's 3rd Annual UK Car Day**  
Rochester, NY | [ukcarday.com](http://ukcarday.com)

**26-28 "The Drive In" & British Marque Triathlon IX**  
Northport, ME | [britishmarque.com](http://britishmarque.com)

## September

**1-4 Sunbeam Invasion Car Show & Rally**  
Winona, MN | [saoca.org](http://saoca.org)

## Sept. Continued

**3-5 MG Vintage Racers Focus EAST**  
Lime Rock Park, CT | [MGVR.org](http://MGVR.org)

**10 FALLFEST 2011**  
Somerset County, NJ | Jon Rubel, (718) 891-5776, [EEMGEE@aol.com](mailto:EEMGEE@aol.com)

**11 Chicagoland British Car Festival**  
Des Plaines, IL

**15-18 Triumphest 2011**  
Big Bear, CA | [Triumphest2011.com](http://Triumphest2011.com)

**17-18 27th annual Classics on the Green – European Automobile Show & Wine Festival**  
New Kent, VA | [www.classicsonthegreen.com](http://www.classicsonthegreen.com)

**17-18 "Rice the Rockies" Tour and Car Show The 28th Annual All British Car & Bike Meet**  
Arvada, CO | [www.thecoloradoconclave.com](http://www.thecoloradoconclave.com)

**18 3rd Annual Showing of English Motors at Fairbrook**  
Fairbrook, CA | (760) 728-0101, [info@englishmotorsatfairbrook.org](mailto:info@englishmotorsatfairbrook.org)

**18 2011 SCMG 4th Annual Car Show**  
El Segundo, CA | [www.socalmgclub.org](http://www.socalmgclub.org)

**23-25 Rio Grande Valley Regional Rendezvous**  
Taos, NM | Henry Morrison (505) 259-1537, [dos\\_gusanos@msn.com](mailto:dos_gusanos@msn.com)

**24 32nd Annual MGs On the Rocks British Car Show & Parts Market**  
Jarrettsville, MD | [www.mgsofbaltimore.com](http://www.mgsofbaltimore.com)

**30-Oct 2 30th Annual Fall British Car Festival**  
Waynesboro, VA | Wes Maupin, (540) 396-3411, [rwmaupin@yahoo.com](mailto:rwmaupin@yahoo.com)

**30-Oct 2 The TVR Car Club NA presents Out of the Woodwork Car Gathering**  
Mercer County Park, NJ | [www.mgcarclubdc.com](http://www.mgcarclubdc.com)

## October

**9 The 16th annual "Hunt Country Classic" All British Car Show**  
Willoughby Farm near Middleburg, VA | [www.mgcarclubdc.com](http://www.mgcarclubdc.com)

**14-16 Southeastern Fall Gathering of the Faithful**  
Athens, GA | Beth Ehrie (404) 966-4604, [semgtr.gof@gmail.com](mailto:semgtr.gof@gmail.com)

**22 South Alabama British Car Club's 21st Annual British Car Festival**  
Fairhope, AL | [www.sabcc.org](http://www.sabcc.org)

## November

**5 British Motor Club of the Cape Fear Annual Car Show, Brits at the Plantation**  
Wilmington, NC | Dale Masters (910) 398-5809, [dcllmasters@att.net](mailto:dcllmasters@att.net)

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### In writing, please provide the following:

- 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 address, etc.
- 4) A street address where we can send goodies via UPS.

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