



British Motoring

WINTER 2001
Volume 20 Number 4

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On the Cover: The MG T-Series paved the road for British sports cars in America. For six years the design was subtly freshened until MG gained the financial and material resources to introduce the MGA.

Photography by Wiley Davis

On This Page: Bathed in the season's last warm rays, a classic 1949 TC casts a long shadow on sports car history.

Photography by Alan Paradise

Contents

4 **Letter Box**
Feedback, comments, questions.

5 **MG Returns to Rally**
A new car for competition.

6 **More Than Beginner's Luck**
Restoration of a rare Dove.

10 **MG 2001**
Land of 10,000 Lakes hosts MG gathering.

13 **Family Affair**
Proof you can never have enough British cars.

16 **A Matter of Circumstance**
MG's T-Series play an important role in history.

18 **GOF Central**
French Lick and a bounty of MGs.

20 **Car Mart**
Classic British cars for sale.

23 **Events Calendar**
Places to go...things to do.



Letter Box

In your Autumn issue, Clay Alvis asked if any readers had any experience with silicone brake fluid. I began using silicone brake fluid (DOT 5) in my British cars approximately 15 years ago and have been very happy with the results. I began using it in my 1957 MGA, and as I added more cars to my collection I used it in my 1964 Jaguar E-Type, my 1971 MGB and my 1948 MG TC. These cars have sometimes been used as daily drivers and sometimes stored for years on end, depending on where the Air Force stationed me and which car I had with me at the time. I have had no corrosion or other deterioration in any hydraulic system since switching to the silicone fluid and it did not soften any of my seals. I have read that it is slightly more compressible than conventional fluid, which I believe is why it is not recommended for cars with anti-lock brakes, but I have not noticed any "sponginess" in the brake or clutch pedals of these cars. If I ever add another car to my collection, I will definitely use silicone brake fluid in it. (It's also sold by Moss, so you know it's got to be good.)

Steve Tom
Acworth, GA



The 21st of August is a special day, it's the fifth anniversary of our MGA. Five years to restore to her present fame and glory, she could be the subject of a long written story. She's been on the road five years today. What can I say but "Happy Birthday, Ya' Beautiful Blue A!" The end of August in Sandwich, Mass., we attended a show on the lovely grass of a multi-marque show on old Cape Cod, a few British cars and an occasional rod. Lime Rock Park is the

place to be, if it's vintage racing that you're longing to see. An exciting track amidst rolling hills and a flea market area for spending those bills. A really fantastic vintage weekend was held in the village of Watkins Glen. MG's galore and winery tours, and for two whole laps the track was yours. With "A's" and "B's" and beautiful "T's", and many other models of the Marque MG, we greet old friends, a shake, a kiss, life doesn't get much better than this. For a needed rest away from harm, the "A" spends a day at Mary's farm. It's the end of September and we're on the go, to the Nutmeg MGA/Madness show. With a great many cars and sunny weather, Tom's done a great job getting it together. It's just a short drive to New London town, for the Mitchell College show on Long Island Sound. Then it's back to Vermont for the Westminster show, the cars, museum, the video show, the people, the food, and Don's MGA, are all a part of this October day. The New England foliage is a beautiful sight, in the seat of a roadster, a scenic delight. Touring the back roads admiring it all, there's nothing like a topdown drive in the fall. As another fine year is coming to an end, we reflect on the year with a sheepish grin. Beautiful cars and wandering drives, historic sights all brighten our lives, but one last thing I have to say, it's the people that make an MG day!

Marvin Stuart
Preston, CT

I thought that you might enjoy seeing this ad. It is amazing what people will do because they get an ad for free. Unfortunately, I wasn't the first one to call on the ad.

Mike Armstrong
Morro Bay, CA ☺



RETURN TO RALLYING



MG Offers The MG ZR EX258

In the last issue of *British Motoring* we told you about MG's return to LeMans with the MG Lola EX257. MG was also successful in the first scheduled race at Silverstone in the TOCA Tour series, which resulted in 5th and 7th positions. Now MG eyes a foray into rallying.

The car to get the call is the MG ZR EX258 project in the new Formula 3 Super 1600 category. Rally experts GSE Motorsport are responsible for vehicle development and management and it is to be driven by Gwyndaf Evans (1996 British Rally Champion). AER will again prepare the 1.6 litre K Series engine. Testing began in June.

Steve Bond, Team Manager, GSE Motorsport, said "The MG ZR is a very well balanced car and provides an excellent platform from which to build. The regulations for the Super 1600cc category are very clearly defined by the FIA, making it possibly the most rigid category that there is at present. That means that the leeway in terms of car design is limited, making it a fairly level playing field that we are entering."

Summing up the MG X Power motorsport program for 2001, Rob Oldaker, managing director of MG Sport & Racing, said:

"Everyone involved has a very high level of motivation and determination. We have some formidable combinations of machinery and people, and we are very hungry for success."

The impact of the Foot and Mouth outbreak has, however, caused a re-evaluation of the MG ZR EX258 Rally car debut. Despite highly encouraging development of the rally car it has now been decided to delay its first formal outing until early next year. A program for 2002 will be advised in due course.

Commenting on the race and rally program, Oldaker, said: "Given the limited development time, we have taken great pride in our successes at Le Mans and the TOCA Tour which is a tribute to all those involved. Rallying has been badly affected this year and it is sensible that we now plan on commencing our program in the early part of 2002." ☺

More Than Beginner's Luck



Restoration of a Rare Triumph GTR4 "DOVE"

By Paul Richardson

A restoration on any classic car is quite a challenge, but taking on a restoration with no mechanical training requires a special kind of enthusiasm. Gary Scott from Peterborough, England completed the best example of this. As it turned out, this particular restoration was also extremely important to the Classic Triumph movement as a whole because the car involved, a 1964 Triumph GTR4 "Dove," is one of the rarest special bodied Triumphs ever built.

Gary first learned of the car's existence in 1985, when he was leader of a local TR club called the Cambfollowers. He decided to take a look at the car, not really knowing what a Dove was. When he arrived to inspect it, he was faced with a rusting hulk which, painted various shades of brown, resembled something a herd of elephants had left behind. Further investigation revealed that a

previous owner had modified the front of the car with twin headlights.

Originally L. F. Dove, a Standard Triumph distributor in Wimbledon, London who specialized in marketing special GT conversions for sports cars manufactured, produced the Dove by the famous Harrington Company in Sussex. The main modification for the Triumph TR4 was to replace the standard roof section with a fiberglass GT hardtop which ran from the windscreen to the rear valance incorporating a rear tail door to access the luggage compartment. The interior trim was also upgraded and a larger rear seat made driving with a young family possible.

Gary decided to take on the restoration and it was a real ground upper. This was a miracle of classic car enthusiasm in itself, because taking a major job on of this type with no mechanical

training or experience was one thing — but taking on the full restoration of a special bodied car that had been cobbled up required a very stout heart.

"The fact that once I'd restored the car I'd not only have a rare car, but I'd also have a car that few people would recognize and that appealed to me that was the driving force behind it," said Gary.

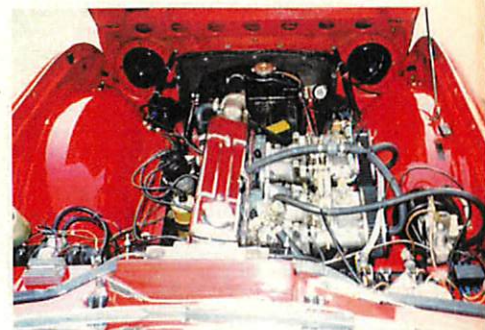
Because his garage was occupied by a MG Midget, Gary began the tear down 'al fresco' in his back garden. When it rained he worked on the inside — in corners where the rain wasn't dripping in — and on fine days he worked on the outside. The floor pans, A and B posts, other supporting structures and the inner wings were infested with the dreaded metal weevil so, with no welding experience, Gary wisely decided to have specialists handle the major structural repairs. This was the only work Gary did not do himself. The support structures were so badly rotted away that he decided to leave the inner body structure and roof section "en situ" for fear of total collapse and took the entire inner body/chassis to the specialists.

This is a wise decision on such restorations because when rusted sections are disturbed from its original position, even professionals find it difficult replacing and realigning vital structural supports.

The chassis was in remarkably good condition needing only minor repairs to rusted sections. Gary had it sandblasted and spray painted in preparation for final assembly. By the time repairs had been completed to the main body support structures, the chassis was ready for collection. Gary's working conditions improved as he moved and had the luxury of a double garage for the final assembly. He completely rebuilt the engine to "fast road" spec. He fitted Hepolite 87 mill pistons with chrome rings, a balanced crankshaft, clutch (TR6) and lightened flywheel, a half-race "piper" camshaft and stronger valve springs. The cylinder head was ported, skimmed and gas-flowed and a four branch, stainless steel extractor exhaust manifold was fitted together with a two and a quarter inch exhaust pipe with single silencer.

When asked what the most difficult part of the restoration, Gary replied, "all two and a half years of it really. It nearly drove me bonkers sometimes because I had a very limited selection of specialized tools. Because of that, and working in a home environment, I was often working on the edge of my ability and tolerance. But, it was this thing about having a rare car that few people would recognize that drove me on."

When the 2138cc engine was finally running, a maximum cylinder pressure of 235 psi was indicated and all four pots ran within 5 psi of each other. Of all the mechanical work, Gary remembers that rebuilding the differential was the most soul-destroying task. "It was a nightmare" he said, "I cut





my hands to ribbons on the crownwheel teeth, and I must have changed the shims to set the crownwheel and pinion mesh fifty times if I did it once." Initially, he had to fit a TR6 3.45:1 differential because of availability, but in 1995 he obtained the correct 3.7:1 unit. Gary completely overhauled and updated the suspension including fitting TR6 calipers and reconditioning the Girling powerstop servo unit.

For the rebuild Gary had some much deserved luck when a new member of the Cambfollowers club informed him he was breaking up a scrapped car that looked remarkably like his. He made the inevitable inspection and miraculously the car turned out to be another GTR4 Dove. He bought several salvageable parts including the fiberglass roof section, because of damage to the original and several trim pieces.

Gary painted the body himself in his garage by mounting it on oil drums so that he could reach every nook and cranny without stopping to avoid overspray in run off areas. "I spent endless hours flapping every panel of the car and removed every single blemish before spraying the final finishing coat," he said of this undertaking. "I sprayed the wings, bonnet, doors and hard top individually on the garage floor, not an ideal situation, but I managed. I made some mistakes, of course, but that was just a case of flapping again and finishing the job properly."

The restoration took two and a half years of painstaking work and was finally finished at 2 a.m.

in the morning. The very next day Gary took the car to the TR Register International Show, which was conveniently held at Peterborough that year.

Val Simpson, a member of the Register committee, spotted the Dove and suggested that, as it was so beautifully finished, it should be entered in the concours competition. Gary did not think his car was up to the task but, ever the competitor, he decided to enter. He won the concours event for non-standard cars on his first attempt. A year later he won the prize for "Best Car" at the Peterborough motor club show and in he was also presented with the Best Car award at the Lakes Weekend event in



northern England. The following year *Classic and Sports* magazine invited Gary to a special Triumph test day. His Dove was one of several pristine Triumphs chosen to take part in a special track test feature for the magazine at the Bruntingthorpe test circuit.

The only problem Gary encountered after his restoration was with the tuning of his 45 DCOE Weber carburetors. He had taken his car to experts on several occasions to have them tuned, which turned out to be a complete waste of time and money. Thoroughly frustrated with the experts, he decided to bury himself in his Haines and Weber manuals and tackle the job himself. After several weeks of trial and error tuning he finally cracked it by completely re-jetting the Webers. He changed the 32 mill venturies to 36's, which made a vast improvement as a first step.

After road testing countless times on various jet combinations he settled on 36 ventury, 50 idle, F16 emulsion, 1.9 air correction, 50 accelerator pump and 150 mains. I can vouch for the fact that the Dove engine performs beautifully right through the range. Producing about 120 bhp at the rear wheels, the Dove has been timed from 0 to 60 in 6.9 seconds and the car's maximum speed is about 130 mph.

Gary is a delightful bloke, he's full of fun, and one of the most helpful people around to fellow enthusiasts. In fact, he was presented the John Ward Trophy by the Birmingham TR group last October for "Services to the TR cause." He's supported the Birmingham group's annual event for over 14 years and part and parcel of his support is his keen and often very dry sense of humor. This was exemplified at the photo call. I made arrangements to have the photo call within the grounds of Burghley House, a local Stately Home. While I was fiddling about with my camera, Gary noticed that the "Guard Box" behind his car at the front gates was empty and nipped inside it. I decided to include the photo because I found out that the local constabulary takes a very dim view of anyone impersonating an officer of the law.

Gary Scott is a staunch supporter of Triumph events and uses his car regularly on the open roads even for trips to the Le Mans 24-hour race. His Dove is a shining example of just what can be done by untrained hands — with determination, patience and hard work. In my opinion Gary's restoration is a masterpiece, not only for the concours standard he has achieved, but also for restoring one of only six or seven Doves in existence out of the 55 or so that were produced in the sixties. ☺





MaGnificent MG 2001 hits Minnesota

By Ken Smith

For five days this summer the Twin Cities of Minneapolis and St. Paul, Minnesota came alive with the sound of MGs. Over 800 MG cars of all models and years attended the largest MG meeting held in the USA in the past five years.

Not since "MG Indy" at Indianapolis in 1996 has such an illustrious meeting of Abingdon's finest automobiles been gathered in one place. The meet, organized by the MG Council of North America, attracted entrants from 42 states and nine countries. Jointly sponsored by the New England MGT Register, the North American MGB Register, the North American MGA Register, the American MGC Register and the North American Triple M Register, the event was held in brilliant weather at the Minnesota State fairgrounds. The picturesque tree-lined setting provided ample room to accommodate all the cars.

One of the highlights of the event was the appearance of two new MG/Rover models flown over especially for the occasion. This was the first time either of these cars have been in North America. The MG ZT and the MG ZTT attracted a great deal of attention and comments. The Rover personnel in attendance were kept busy answering innumerable questions and distributing survey forms, completion of which entitled one to a sample of the latest MG goodies.

For the duration of the meet, the fairgrounds were transformed into Abingdon Village...even the street names were changed to reflect the history and pedigree of the octagonal marque. Thus, we were able to drive down Eyston Way and Thornley Avenue on our way to Kimber Hall to attend one of the many technical sessions conducted during the week.



Right: Over 800 MGs were present at the event. Here an impressive line of T-Types adorn the tree-lined pathways at the fairgrounds.

Above Left: As you would expect, there were plenty of very fine Bs on display.

Above Right: From left the new MG ZTT wagon, former SCCA champion MGB, and the MG ZT saloon.

Overseas dignitaries attending included Mr. Jim Simpson, now 86 years young, who worked at the MG Factory in England for over 40 years. He regaled the audience with stories of long ago when MCs were first being produced. Mr. Norman Ewing from South Africa, a MG enthusiast for over 30 years, presented a well-received slide show of his devotion to the hobby. Also welcomed were several honored guests from Switzerland, the Netherlands, Canada and of course, England. Truly an International meet of quality.

Proceedings on the first day got underway as the many vendors set up in the "Works," a huge hall outside which an "autojumble" was also staged. Attendees were able to undertake driving tours around the beautiful Minneapolis/St. Paul area while others visited the fabulous Mall of America.

July 4th saw a fantastic car show on the streets of Abingdon Village with each model having its own area to present the finest MCs in North America. People voted for their favorite cars, while the more serious contenders entered the concours judged by experts. The evening saw a "British Invasion" talent show followed by a trip to the spectacular fireworks display downtown.

The following day a "Best of Show" car display in Piccadilly Circus was followed by the ever-popular valve cover races and a race car display in the Paddock. This proved significant as it gave visitors the opportunity to examine some of the historic MCs that were to be featured in the "Vintage Races" the following day. These were held at the "Brooklands" Race Track (actually the Minnesota

Motor Speedway adjacent to the fairgrounds).

Bright and early on the final day hundreds of cars assembled for a huge panoramic photo shoot. It was rather odd to see a 1930 Double Twelve M-Type, posing between the latest 2001 offerings from the MG/Rover Group. Then onto the speedway where spirited, fast laps were undertaken by all the competition cars who acquitted themselves very well. Highlights included runs by Group 44 SCCA National Champion Paul Brand, who put his long retired MCB through its paces to the delight of the grandstand crowd. Denver Cornett was another, driving his 1948 MG TC that competed in the very first race at Watkins Glen over fifty years ago.

A nostalgic sight to see were the C-Types of 1930s vintage, the J2s and a 1934 NA, run against a gaggle of T-Types, MGAs and MGBs. A final triumphant procession by all the racers around the track, headed by the "new" 2001 MCs, brought the competitive proceedings to a close.

A superb banquet was held the final evening, where over 600 people dined, with the Best of Show cars on display as a centerpiece in the huge hall, while well-deserved awards and tributes were presented. Accolades to the organizers and guests were interspersed with grand prizes such as a round trip to England, an original painting by artist Kevin Walsh, and other fine MG-related items.

All in all, this was a most successful MG International 2001. We for our part were privileged to be there to witness a truly grand display of octagonal spirit and enthusiasm. ☺



Above Left: Richard Hodson from MG/Rover enjoyed a brisk ride with Denver Cornett in a 1948 TC.

Above Right: Jim Simpson rides along in Jack Kahler's 1930 Double Twelve M-Type.

Left: Rick Ingram presented the Best of Show award to Steve Linder for his 1964 MGB.



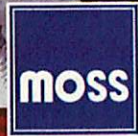
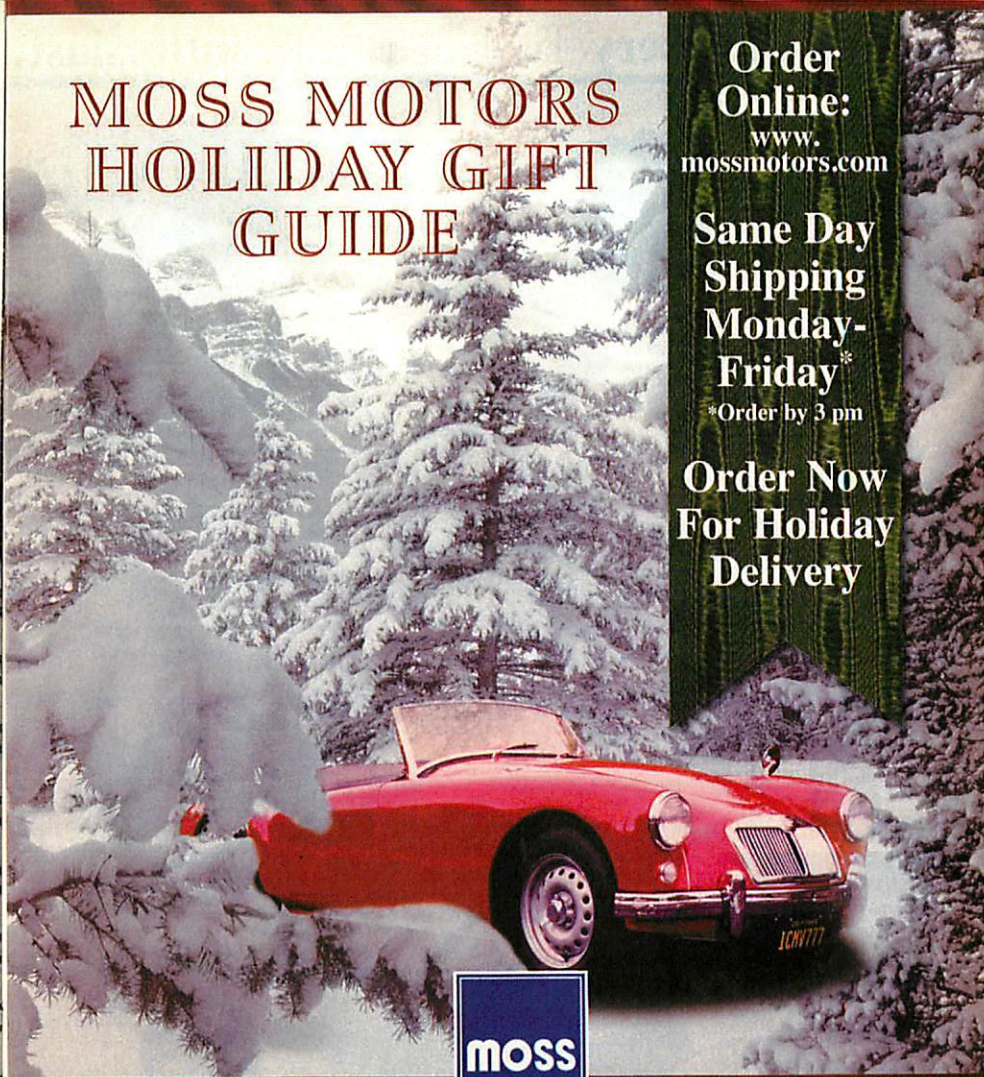
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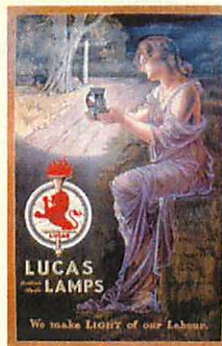
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Red MG Octagon 229-250 4.50



MG "GAMBLER" STRAW HATS
Woven hats with embroidered logo band. Comfortable, soft, cushion-stretch headband allows for a comfortable fit.
218-708 \$27.95

MG MECHANIXWEAR GLOVES WITH LOGO

Cut down on the nicks, cuts and burns that are the less enjoyable aspects of British car life. These gloves offer protection from sharp edges and hot surfaces yet still allow a sensitive touch. Used by many professional mechanics. Machine washable.

Your Choice \$29.95
M 228-850
L 228-851
XL 228-852



MG LOGO EMBROIDERED BRITISH PULLOVER

Cotton and rayon knit allow maximum comfort and style. This long sleeve v-neck is embroidered with a British Logo on the front left chest.

M 013-250 X 013-252
L 013-251 XXL 013-253
Your Choice \$36.95



MG EMBROIDERED LOGO HATS

Spruce/Khaki stone-washed hats with your favorite insignia. As with all stone-washed fabric, color may vary.
219-821 \$16.95



MG GOLF SHIRTS

It's only fitting that every British car owner wears a golf shirt, since the British Isles are the birthplace of the sport. Our 100% cotton shirts feature a royal blue contrast under the sleeve and inner placket. For men or women.

Your Choice \$24.95
MG Logo
M 013-225 XL 013-227
L 013-226 XXL 013-228

MG BARBARIAN RUGBY SHIRTS

A staple in every Brit's closet, this navy and gold rugby shirt will set you apart as a real Anglophile. Made of 100% heavyweight 12 oz. cotton and preshrunk for a better fit on your frame. For men or women.

Your Choice \$54.95
MG Logo
M 013-205 XL 013-207
L 013-206 XXL 013-208

MG EMBROIDERED PATCHES

Add a splash of color to jackets, sweaters, caps, anything.

Small Patch 229-500 \$2.95
Large Patch 229-505 4.95



EMBROIDERED BRITISH CAR T-SHIRTS

100% Cotton short sleeve allows comfortable fit and long-lasting durability. Embroidered with a British car over front left chest.

Your Choice \$14.95
MG Midget Logo
M 013-310 MGA Logo M 013-290
L 013-311 L 013-291
XL 013-312 XL 013-292
XXL 013-313 XXL 013-293
MG Logo
M 013-285 M 013-295
L 013-286 L 013-296
XL 013-287 XL 013-297
XXL 013-288 XXL 013-298

MG Gift Guide continued

MUST HAVE



MG SHOP APRON

MG shop apron with adjustable straps and three deep pockets.
MG Logo 217-200 \$18.95



COFFEE MUGS

MG Octagon 230-650 \$10.95



SPECIAL EDITION ZIPPO LIGHTERS

Zippo windproof lighters. Solid brass with etched MG marque. Lifetime guaranteed.
229-630 \$28.75



MG WINE GLASS SET

Wine glasses with etched marque logos. Set of four.
230-968 \$26.95



UMBRELLA

For portable cover, wood handled MG "broly". Room for two underneath this brown & cream umbrella.
231-420 \$55.00



BRITISH CAR MOUSE PADS

MGB with Chrome Bumper 909-135 \$7.95
MGB with Rubber Bumper 909-145 7.95
MGB Limited Addition 909-155 7.95
MGA 909-180 7.95
MGB-GT 909-190 7.95



MG LEATHER KEY FOBBS

Black & Chrome 229-801 \$7.50
Clousonne, Red & Chrome 229-890 9.75



THE MG CAR COMPANY LTD. OFFICIAL TOURNAMENT DART BOARD

The perfect gift for MG gaming enthusiasts! Large 18" diameter bristle dart board is made in England by World Dart Federation. Darts available separately.
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MARQUE LOGO BAR STOOLS

Bar stool with the logo. 30" high, with comfortably padded 14" diameter seats covered with easy to clean vinyl. Chrome plated legs.
MG 231-800 \$65.95

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Austin-Healey Gift Guide

EVERY WANT



AUSTIN-HEALEY EMBROIDERED BRITISH PULLOVER

Cotton and rayon knit allow maximum comfort and style. This long sleeve v-neck is embroidered with a British Logo on the front left chest.

Your Choice \$36.95
 M 013-255 XL 013-257
 L 013-256 XXL 013-258



AUSTIN-HEALEY BARBARIAN RUGBY SHIRTS

A staple in every Brit's closet, this navy and gold rugby shirt will set you apart as a real Anglophile. Made of 100% heavyweight 12 oz. cotton and preshrunk for a better fit on your frame. For men or women.

Your Choice \$54.95
 M 013-210 XL 013-212
 L 013-211 XXL 013-213



AUSTIN-HEALEY GOLF SHIRTS

It's only fitting that every British car owner wears a golf shirt, since the British Isles are the birthplace of the sport. Our 100% cotton shirts feature a royal blue contrast under the sleeve and inner placket. For men or women.

Your Choice \$24.95
 M 013-230 XL 013-232
 L 013-231 XXL 013-233



"GAMBLER" STRAW HATS

Woven hats with embroidered logo band. Comfortable, soft, cushion-stretch headband allows for a comfortable fit.

218-738 \$27.95



AUSTIN-HEALEY EMBROIDERED LOGO HAT

Spruce/Khaki stone-washed hats with your favorite insignia. As with all stone-washed fabric, color may vary.

219-831 \$16.95

MECHANIXWEAR GLOVES WITH LOGO

Cut down on the nicks, cuts and burns that are the less enjoyable aspects of British car life. These gloves offer protection from sharp edges and hot surfaces yet still allow a sensitive touch. Used by many professional mechanics. Machine washable.

Your Choice \$29.95
 M 228-860
 L 228-861
 XL 228-862



MARQUE LAPEL PINS

Attractive enamel and chrome pins will look great on your hat or jacket. Keep extras handy to trade!

Austin-Healey Wings 229-225 \$4.50
 Austin-Healey Pin 229-720 6.25



EMBROIDERED BRITISH CAR T-SHIRTS

100% Cotton short sleeve allows comfortable fit and long-lasting durability. Embroidered with a British car over front left chest.

Your Choice \$14.95
 Austin Healey Logo Sprite Logo
 M 013-300 M 013-305
 L 013-301 L 013-306
 XL 013-302 XL 013-307
 XXL 013-303 XXL 013-308



Austin-Healey Gift Guide continued

EVERY WANT



WINE GLASS SET

Wine glasses with etched marque logos. Set of four.
 230-988 \$26.95



DONALD HEALEY VIDEO

A retrospective on the man and his automobiles. Interviews with Donald Healey's family and friends. Vintage footage of record breaking, racing, rallying and rare photos. Color and B/W, 60 minutes.

212-105 \$64.95



BRITISH CAR MOUSE PADS

Austin-Healey, Front 909-170 \$7.95
 Austin-Healey, Side 909-175 7.95
 Bugeye Sprite 909-165 7.95



PARKING SIGN

9" x 12" Aluminum silk-screened
 215-760 \$19.95



AUSTIN-HEALEY LOGO FENDER COVER

Our top-quality fender covers are imprinted with the Austin-Healey logo marque. Features padded foam rubber backing.

241-735 \$24.95



LICENSE PLATE FRAME

Mounting hardware included.
 Stainless Steel 222-765
 \$34.55



AUSTIN-HEALEY VALVE STEM CAP SET

Individually machined to exacting specifications. Fitted with an O-ring for proper sealing. Set of 5.

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ENAMELED CAR BADGE

Solid baked enamel finish on a polished stainless steel back.
 408-457 \$18.95

MARQUE LOGO BAR STOOLS

Bar stools with the logo of your favorite car. 30" high, with comfortably padded 14" diameter seats covered with easy to clean vinyl. Chrome plated legs.

231-810 \$65.95



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Triumph Gift Guide

WANTS AND ...



EMBROIDERED BRITISH PULLOVER

Cotton and rayon knit allow maximum comfort and style. This long sleeve v-neck is embroidered with a British Logo on the front left chest.

Your Choice	\$36.95
Triumph Book Logo	
M 013-240	XL 013-242
L 013-241	XXL 013-243
Triumph Wreath Logo	
M 013-245	XL 013-247
L 013-246	XXL 013-248



EMBROIDERED LOGO HATS

Spruce/Khaki stone-washed hats with your favorite insignia. As with all stone-washed fabric, color may vary.
TR Shield 219-826 \$16.95



TRIUMPH GOLF SHIRTS

Our 100% cotton shirts feature a royal blue contrast under the sleeve and inner placket. For men or women.

Your Choice	\$24.95
M 013-220	XL 013-222
L 013-221	XXL 013-223



"Gambler" Straw Hats

Woven hats with embroidered logo band. Comfortable, soft, cushion-stretch headband allows for a comfortable fit.

Your Choice	\$27.95
TR Laurel Wreath	218-718
TR Shield	218-728



MARQUE LOGO EARRINGS

Enameled miniature marque logo earrings.
219-735 \$12.95



TRIUMPH BARBARIAN RUGBY SHIRTS

A staple in every Brit's closet, this navy and gold rugby shirt will set you apart as a real Anglophile. Made of 100% heavyweight 12 oz. cotton and preshrunk for a better fit on your frame. For men or women.

Your Choice	\$54.95
M 013-220	XL 013-222
L 013-221	XXL 013-223



EMBROIDERED BRITISH CAR T-SHIRTS

100% Cotton short sleeves allows comfortable fit and long-lasting durability. Embroidered with a British car over front left chest.

Your Choice \$14.95		TR7 Logo	
TR3 Logo		M 013-275	XL 013-277
M 013-265	XL 013-267	L 013-276	XXL 013-278
L 013-266	XXL 013-268	TR6 Logo	
TR4/TR250 Logo		M 013-280	XL 013-282
M 013-270	XL 013-272	L 013-281	XXL 013-283
L 013-271	XXL 013-273	Spitfire Logo	
		M 013-320	XL 013-322
		L 013-321	XXL 013-323



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Multicolored and superbly screen printed, these signs look exactly like the rare originals! Perfect "artwork" for your garage, den or office.
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ENAMELED CAR BADGES

Solid baked enamel finish on a polished stainless steel back.
408-587 \$18.95



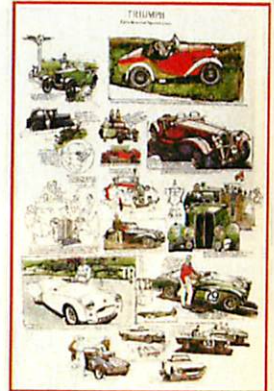
TRIUMPH PARKING SIGNS

9" x 12" Aluminum silk-screened
Your Choice \$19.95
Triumph wreath 215-770
Triumph, open book 215-775



TRIUMPH LICENSE PLATE FRAME

Mounting hardware included.
Stainless Steel 222-810 \$34.55



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This striking 25" x 38" poster, illustrated by renowned artist Ken Dallison, highlights Triumph's most popular models from 1925-1975.
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TRIUMPH VALVE STEM CAP SETS

Individually machined to exacting specifications. Fitted with an O-ring for proper sealing. Set of 5.
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TRIUMPH MUD FLAPS

Durable, heavy duty mud flaps. Fits front or rear wheel arches. Set of two includes mounting hardware.
222-170 \$17.25



TRIUMPH LOGO FENDER COVERS

Our top-quality fender covers are imprinted with the Triumph logo marquee. Features padded foam rubber backing.
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LICENSE PLATE

Regulation size license plates. Embossed aluminum plate.
229-280 \$7.75



TRIUMPH SHOP APRONS

Triumph shop apron with adjustable straps and three deep pockets.
217-210 \$18.95



MARQUE LOGO BAR STOOLS

Bar stools with the logo of your favorite car. 30" high, with comfortably padded 14" diameter seats covered with easy to clean vinyl. Chrome plated legs.
231-805 \$65.95

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Triumph Gift Guide • continued

GET SPOILED



Triumph WINE GLASS SET
Wine glasses with etched marque logo.
Set of four.
230-978 \$26.95

SPECIAL EDITION ZIPPO LIGHTERS

Zippo windproof lighters. Solid brass with etched Triumph marque. Lifetime guaranteed.
229-635 \$28.75



MARQUE LAPEL PINS

Attractive enamel and chrome pins will look great on your hat or jacket. Keep extras handy to trade!

Triumph Globe	229-260	\$4.50
Triumph Shield	229-265	4.50
TR6 in Union Jack	229-275	4.50



Triumph Mouse Pads

TR6	909-160	\$7.95
TR3A	909-185	7.95
Spitfire	909-195	7.95

LEATHER KEY FOBBS

TR Shield (Black)	621-000	\$7.50
Triumph World (Black)	621-015	7.50



Jaguar



JAGUAR LOGO FENDER COVER
Our top-quality fender covers are imprinted with the Jaguar logo marque. Features padded foam rubber backing.

241-755 \$24.95



LEAPING JAGUAR MASCOTS

A desk display or hood ornament. 4 1/2" long, available in gold or chrome.

Chrome	231-470	\$34.95
Gold	231-475	60.60



LICENSE PLATE FRAMES

Mounting hardware included.

Stainless Steel	222-805	\$32.95
Black Steel	222-806	29.95

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JAGUAR PARKING SIGNS

9" x 12" Aluminum silk-screened
215-790 \$19.95



JAGUAR VALVE STEM CAP SETS

Individually machined to exacting specifications. Fitted with an O-ring for proper sealing. Set of 5.

215-850 \$15.95



WINE GLASS SET

Wine glasses with etched marque logo. Set of four.
230-848 \$26.95

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Jaguar Gift Guide • continued

HOW WONDERFUL



JAGUAR BARBARIAN RUGBY SHIRTS

A staple in every Brit's closet, this navy and gold rugby shirt will set you apart as a real Anglophile. Made of 100% heavyweight 12 oz. cotton and preshrunk for a better fit on your frame. For men or women.

Your Choice	\$54.95
M 013-215	XL 013-217
L 013-216	XXL 013-218



JAGUAR EMBROIDERED LOGO HATS

Spruce/khaki stone-washed hats with your favorite insignia. As with all stone-washed fabric, color may vary.
219-839 \$16.95

JAGUAR EMBROIDERED BRITISH CAR T-SHIRTS

100% Cotton short sleeve T-shirt. Embroidered with a Jaguar over front left chest.

Your Choice	\$14.95
M 013-315	XL 013-317
L 013-316	XXL 013-318



JAGUAR MARQUE LOGO EARRINGS

Enameled miniature marque logo earrings.
219-740 \$12.95



JAGUAR "Gambler" Straw Hats

Woven hats with embroidered logo band. Comfortable, soft, cushion-stretch headband allows for a comfortable fit.

218-748 \$27.95

JAGUAR GOLF SHIRTS

It's only fitting that every British car owner wears a golf shirt, since the British Isles are the birthplace of the sport. Featuring a royal blue contrast under the sleeve and inner placket.

Your Choice	\$24.95
M 013-235	
L 013-236	
XL 013-237	
XXL 013-238	



MARQUE LAPEL PINS

Enamel and chrome pin will look great on your hat or jacket.
Jaguar Coventry 229-235 \$4.50



MARQUE LOGO BAR STOOLS

Bar stools with the logo of your favorite car. 30" high, with comfortably padded 14" diameter seats covered with easy to clean vinyl. Chrome plated legs.

231-815 \$65.95



MARQUE LAPEL PINS

Enamel and chrome pin. Keep extras handy to trade!
Leaping Jaguar 229-240 \$4.50

JAGUAR EMBROIDERED BRITISH PULLOVER

Cotton and rayon knit. Long sleeve v-neck embroidered with a Jaguar Logo.

Your Choice	\$36.95
M 013-260	XL 013-262
L 013-261	XXL 013-263



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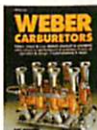
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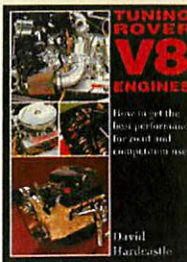
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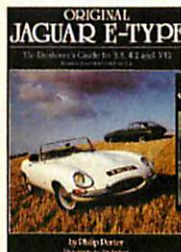
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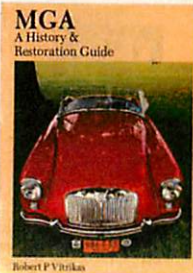
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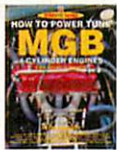
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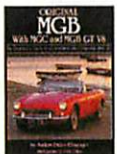
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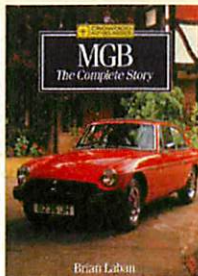
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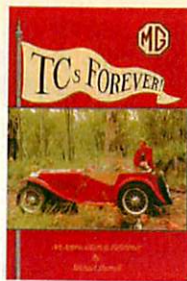
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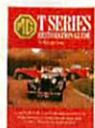
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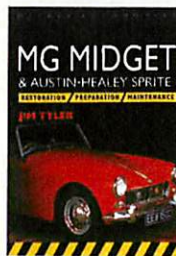
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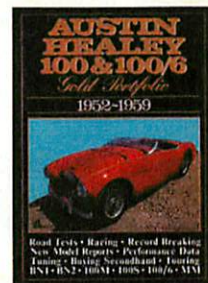
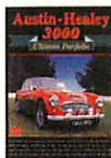
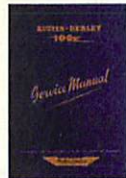


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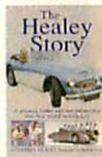
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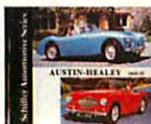
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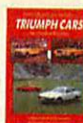
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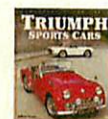
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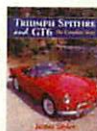
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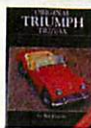


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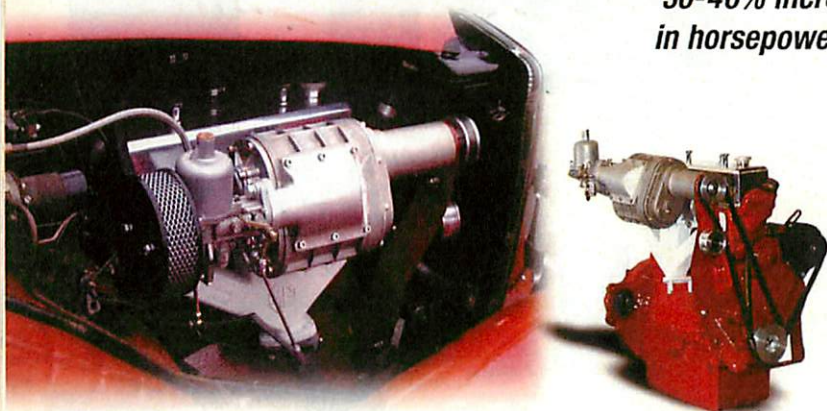
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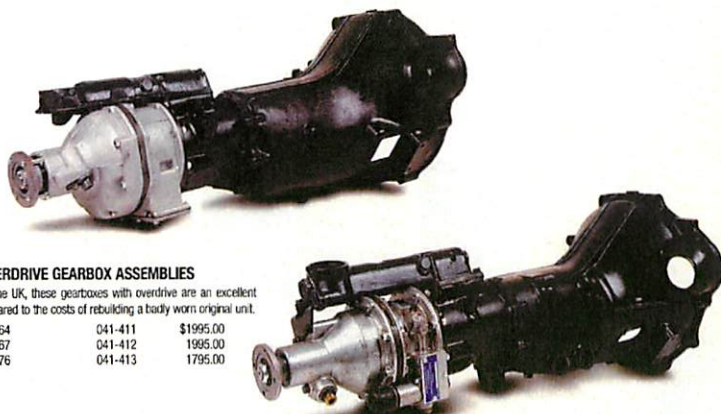
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A Family Affair

By Wiley Davis

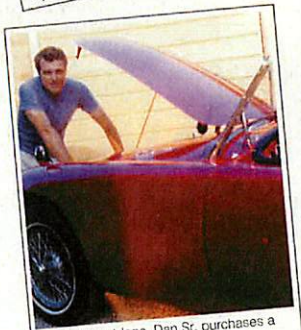
It is an odd form of adventure that takes place when the British car bug first bites you. It can begin innocently with some spare time for a new project, or a nostalgic longing for a shiny roadster you once saw at a stop light when you were just learning how to drive. British cars however, have tenacious personalities that will burrow themselves into the fabric of your life, ultimately becoming the milestones between which all other events are placed. Dan Zeraldo had no idea of the importance British cars, particularly MGs, would play in his family when he and his eldest son Dan Jr. towed a broken down 1961 MGA forty miles to their home—behind a pickup truck—without a windshield—on a snowy Canadian afternoon.



Dan Jr. begins the cycle of British car ownership by purchasing a 1961 MGA.



Dan Jr. sells his MGA and purchases a 1970 MG Midget for use as a winter car.



Not to be outdone, Dan Sr. purchases a 1958 MGA.

Dan Sr. completes the restoration of his 1958 MGA.

Sibling rivalry prompts the youngest brother Jim to purchase an Austin Healey "bugeye" Sprite. Dad and the brothers help with the restoration.



Ron purchases a 1978 MGB.

Dan Sr. gives the 1958 MGA to his son Ron as a high school graduation gift.

1967 1970 1972 1974 1975 1979 1980 1981 1984 1986 1998 2001

The year was 1967 and what Dan Jr. had really wanted was an MGB. Unfortunately his uncle had located an MGA which, perhaps due to impatience, became the Zeraldo family's first British experiment. It should be pointed out that initially, the MGA's aesthetics were not appreciated in the Zeraldo household, being described by one family member as "...dated and unappealing. Almost ugly from some angles." Two years spent in close proximity with the car however, would be enough to transform the MGA's ugly duckling lines into, "...a thing of beauty, easy to restore, simple to work on mechanically and sheer pleasure to drive." Not incredibly, the little car had become a part of the family, something even a mother could love.

With the original MGA now zipping around town, the garage seemed bare and Dan Sr. decided to take in another orphan. Dan Jr. didn't know what

he was in for. It was readily accepted that the younger Dan would, because of his earlier experience, be most qualified to steer and operate the brake in the new MGA project as it was being towed home. His father would again drive the pickup truck. With the tow strap solidly connected to the freshly purchased 1958 MGA, the Zeraldos set out on yet another cross-town towing extravaganza. This time things didn't go as smoothly. Halfway home the truck began to lurch with an unexpected burden. Turning around, Dan Sr. looked through the rear window and locked eyes with his son, whose face was horror stricken and whose knuckles were ghostly white. The younger Dan had been tooling along comfortably, applying the brake to keep the line taut and steering to follow the pickup ahead when the tail end of the car began to pitch about wildly. Not knowing exactly what



Ron purchases a 1970 Jaguar E-Type roadster with the intent of driving it year-round.

Rethinking the logic of driving the E-Type year-round, Ron purchases a 1976 Triumph Spitfire to drive during the winter.



Ron sells the Jaguar E-Type for the down payment on a house.



Lynne (Ron's girlfriend) purchases a 1976 Triumph Spitfire as well.

While driving through downtown Toronto the front wheel on Ron's Spitfire breaks off, sending him crashing over the sidewalk.

Six months later Lynne loses her driving privileges due to speeding tickets. The car is parked.

Ron purchases a Suzuki Sidekick for use during the winter.



Lynne (now Ron's Wife) purchases a 1961 MGA. No word on speeding tickets.

Ron is looking for an MG TC to purchase.

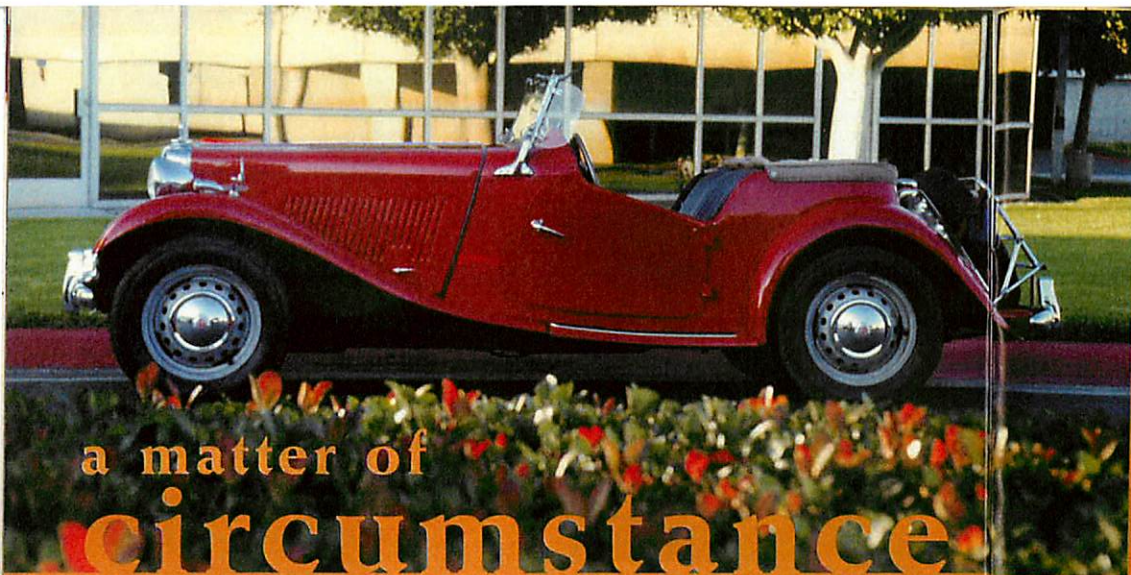
Jim is saving the Austin Healey for his son.

was happening he performed the death grip maneuver on the steering wheel and did his best to maintain a straight course while wondering why on earth his Dad wasn't stopping. Back inside the pickup Dan Sr. was rapidly coming to the realization that the MGA was missing a rear wheel, while simultaneously trying to bring the circus slowly to a stop alongside the road. Once stopped, they discovered that the friendly gentleman who sold them the car had neglected to put more than one lugnut on the left rear tire. The stud broke, the tire went spinning down the road sans car and a harrowing time was had by all. In the end, no damage was done, and they reinstalled the wheel using lugnuts borrowed from the other wheels.

As the years toiled along British cars were there to mark them. MCs were given away as graduation presents, Austin Healeys were purchased and

Triumphs were crashed. Spitfires were sold to buy wedding dresses and Jaguar E-Types were relinquished to buy houses. Grandchildren were born and roadsters were carefully stored, waiting for the day when another generation would begin to have dreams about tuning carburetors and dealing with questionable electrics. The moral of this story is that caution should be exercised before allowing a British sports car into your home. In short order they will become part of the family and you will never be able to get rid of them. Then again, why would you want to?

This is the first in an ongoing series of stories about the unique experiences of multiple generation British car enthusiasts. If your family has a story to share, send the details and photography to: British Motoring, 4700 Spring Street, Ste. 304, La Mesa, CA 91941. ☎



a matter of circumstance

By Wiley Davis

For many Americans, the MG T series of cars have defined the entire scope of the British sports car mystique. It is an ironic twist that these cars, particularly the TC, TD and TF, were out of date when introduced. The classic British is based on a car whose lines were considered retro from day one. Fascism, internal politics and material shortages all conspired to give the T-series not only a new lease on life, but a form of immortality as well.

WWII put a premature end to the production of MGTBs, a derivative of the car that gave birth to the T-series' timeless line, the MGTA. The TA originated the look that would become a standard, with an upright and prominent radiator, winged front fenders, swoopy running boards and fold-down windscreen. With production at the MG factory focused on machinations of war however, the TB was put aside and forgotten. When the war ended, attention once again turned to the manufacture of sports cars. The TB was dusted off and revised with the addition of a wider body and shackles in place of the sliding trunion on the spring mounts. The eight year deep freeze was lifted, the TB was renamed the TC and released to the market.

What made the TC most unique wasn't its styling or performance, but its powerful thrust into the American marketplace. The success of the TC



Top: Cut-away doors and swooping fenders clearly distinguish the T-series MGs from later models.

Above: Unlike the TCs, the TD models were available in left-hand drive versions for the United States.

was due in part to the many American GIs who had forged a bond with the little MG sports cars while serving overseas; but this wasn't the only key to MG's success in the United States. When the war ended, England suffered from an anemic economy and a shortage in raw manufacturing materials. Allotments of steel, wood and hardware were given out with emphasis on companies producing goods for export. MG capitalized on this by beefing up its efforts in this area.

Despite initial success, it soon became obvious that a new design was needed. The problem however, was a lack of capital. The Nuffield Organization, which owned MG at the time, was unwilling to commit to a clean sheet design. So, in 1949, a group of engineers at MG met to design a car that would play off the nostalgic appeal of the TC and borrow from the more advanced mechanical components of other cars in the MG line, satisfying the Nuffield Organization's requirements for a low

manufacturing budget while at the same time breathing new life into the T series. This time around more attention was paid to the American market. Left hand drive models finally became available and suspension travel was increased to provide a softer ride. A chassis borrowed from the Y-type was added to rack & pinion steering, independent coil spring front suspension and an optional heater to round out what was to be called the TD. In a cost saving maneuver the MG factory supplied the TD with steel disc wheels instead of the wire wheels found on the TC. The TD was a success with 29,664 units being produced over the course of its three year life span.

In 1953 however, sales began to fall drastically. Something needed to be done and most in the MG ranks knew that nothing short of a new design would save the ailing and outmoded T series. It just so happened that MG already had the car it needed, the code-named EX175. The EX175 was designed by John Thornley and a team of engineers at MG. It closely resembled what would become the MGA. Unfortunately for MG, which was now owned by the British Motor Company (BMC), internal politics doomed the project from the beginning. BMC also owned Austin-Healey and was already committed to the Austin-Healey 100, a car that would have been a direct competitor with the EX175. BMC, in an attempt to avoid saturating the market and hurting sales, killed the EX175 project.

With TD sales rapidly falling and little support from its parent company BMC, MG attempted to repeat the move it made with the TC to TD upgrade with the hope that it would be enough. When the TF debuted it was quite clear that it wasn't. The TF was not received well by the public. They could see right through the streamlined fenders and integral headlamps. The reintroduction of wire wheels (the TD's steel wheels were a source of constant ridicule for MG) and an eventual engine upgrade couldn't save the TF and production ended in 1955 with only 9,600 produced.

It was a lackluster end for a sports car that had captured the hearts of so many people in such an unexpected fashion. Sometimes a legend is born not from logic, but from passion and impeccable timing. Such was the case with the T-series MGs. **Ⓜ**

Above Left: The classic lines of the MG T-series cars are defined by the upright and exposed radiator.

Left: The TF models incorporated faired-in headlamps and a faux radiator cap.



GOF Central

By John F. Gallien

The roadster owners who flocked to the French Lick Springs Resort this past July shared a common thread to the drivers of Duesenbergs, Stutz and Auburns that rolled up to the hotel's grand entrance during its heyday in the early 20th century...the owners of the MG series of autos who came to the Gathering of the Faithful (GOF) at this historic hotel were every bit as proud of their classics.

Nearly 100 MGs showed up at the 23rd Annual GOF Central meet sponsored by the Olde Octagons of Indiana, in the Hoosier township of French Lick, Indiana, better known of late as the hometown of former basketball star Larry Bird.

The meet was dedicated to Charles Joseph (Joe) Collins who passed away in the Fall of 2000. Collins enjoyed a 50-year love affair with a 1950 MG-TD. He and his wife Marilyn were active in MG clubs and events throughout the midwest for many years.

If there had been a secondary theme to the meet, it would likely have been water. Thunderstorms boomed through the area Saturday, giving the cars, as well as some of the owners, an unexpected bath. The participants in the funkhana and other activities also got a bit damp, but not enough to wet their enthusiasm.

Historically, water played a major roll in the development of the valley. The mineral springs and salt



THE CLASS WINNERS WERE:

Vintage

Don Green of Bloomfield, Indiana, 1933 J2.

Variant

Ernest and Holly Streifthau of Germantown, Ohio, 1950 YT.

TC

John and Sunny Stone of Springfield, Illinois.

TD

John and Edie Hubbard, St. Charles, Illinois.

TF

Dave and Janet Jackman of London, Ohio.

Premier

Robert and Phyllis Holmeister of Quincy, Illinois, 1952 TD.

MGA

John and Edie Hubbard of St. Charles, Illinois.

Midget

Jack and Susan Wilker of Shelbyville, Indiana.

Best of Show award went to Dean Jensen of Port Byron, Illinois, for his cream and green 1948 supercharged TC. Tucker Madawick of Autosport, Inc. in Bloomington, Indiana made the selection.

The MG Spirit award went to Rex Richardson who drove his 1978 MG-B to French Lick from Dearborn, Michigan.

The Joe Collins Award for **longest owned T-series** car was collected by Bob and Joyce Watts of Columbus, Ohio, who have owned their 1948 TC for 47 years.

Dean Jensen announced that plans have already started for the 2002 GOF Central which will be held in the Quad Cities area of northwestern Illinois.



licks in the area attracted migrating buffalo and other animals to the area. The early trappers and traders who settled there were French, thus the village soon was tagged French Lick.

The colorful history and tradition of the hotel was burnished a bit by the Gathering of The Faithful. On Friday, many of the MG owners participated in the rally that wound about the surrounding hills, running along the Lost River, through Pumpkin Center and the Hoosier



National Forest before returning to French Lick 86 miles later. The rally traveled through Mitchell, the hometown of astronaut Virgil "Gus" Grissom, where many stopped for lunch and a cruise through the local antique shops. Lew and Darlene Palmer of St. Mary's Point, Minnesota, won the Rainbow Rally in their TD, taking home the pot of gold at the end in the amount of \$460.

The participants in Saturday's car show received plenty of rain, but no rainbows. TCs and TFs lined the circular drive in front of the hotel while TDs and special cars flanked the hotel on the grass beneath the trees north and south of the entrance. ☺

CAR MART

AUSTIN



1962 Austin Healey 3000 MKII 4 seater tri-carb roadster. Ground up restored. Some modern upgrades to improve drivability. Convertible top, tonneau cover aluminum side curtains are in perfect condition. \$34,000 OBO. (213)745-4900 Ext.105 or email: aliang@studio010.com. CA

JAGUAR



1969 Jaguar XK-E, Series II, 4.2 litre, good condition, gray with black interior, garaged since 1986, w/ accessories, \$19,000; email: jrotc120736@aol.com, (845) 534-2284 (hm.); (845) 534-37210 ex.4222 (wrk.) NY



1987 XJSC. V-12 T-Top. Jaguar collectors item. 52k miles. \$15,000 Firm. (270) 395-4634. KY

M G



1951 MG TD excellent condition. All chrome is redone, beautiful wood dash. Clean engine bay. Original engine replaced professionally with an early "B" engine (1.8 liter). Lots of fun. Completely restored. \$13,800. Call Mark Ph. (760) 747-2298. CA



1952 MG TD California car, great condition, new leather, Int. new carpet, engine rebuilt less than 200 miles ago. Asking \$18,500. Frank (714) 524-5408. CA



1952 MG TD. Ready to drive, includes side curtains, top, tonneau and driving lights. Mechanically sound, recently professionally painted. All repairs with Moss parts. Asking \$16,000 Dick Snow (860) 928-5395. CT



1954 MG TF early export model red with red interior and black top. Complete 100% restoration by Robert Sterling of Andover, IL. Driven 200 miles since restoration. Absolutely beautiful. Asking \$26,000. Larry Tschappat (309) 788-2729. IL



1954 MG TF BRG with biscuit interior. Original drivetrain. 1000 miles since complete restoration 6 years ago. New: black Stayfast top and tonneau, chrome wire wheels, tires, luggage rack. Beautiful condition and excellent driver. Needs nothing. \$22,000. John (718) 979-9427. NY

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Closing date for the next issue is December 18, 2001. Please send your ad, photo and remittance to: Moss Motoring Sports Car Mart, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.



1958 MGA Coupe-Red w/ 1979 MGB Eng. and Trans. inspected-runs great same owner last 38 years. Lots of extras. Call (215) 569-2277 \$12,000. PA

1958 MGA Twin Cam 85% restored many new parts. Can hear run. New walnut dash. New upholstery. New brakes etc. Priced right. Ralph Ph. (330) 896-0639. OH

1959 MGA roadster, wire wheels, complete car (from frame up) restoration started in Y2K. Over \$4,000 in parts from Moss alone. Lifestyle change, must sell \$8,000. (770) 489-9626. GA



1964 MGB completely restored, rewired, w/ 1971 rebuilt engine and transmission, new carbs., top, mini-lites, orig. steel wheels included, Ansa exhaust, runs, looks and sounds great! BRG w/ tan upholstery. \$11,000; email: levans@evconser.com Ph. (770) 422-2646. GA



1966 MGB - Total restoration, most parts brand new. 95% complete. Details and more photos at www.gci-net.com/user/ig/grays/MGB/mgb.html. Asking \$7,000 OBO (520) 760-4086 or email grayson@traindept.com. AZ



1967 MGB Conv. Very complete car but needs a younger owner. Call and get a true description of it. \$1,500 Firm! An excellent "Parts Car" or very restorable! Serious calls only! Ph. (707) 964-4305. CA



1968 MGB Roadster. New restored. Under 100 miles on rebuilt engine & transmission, red with black interior, new paint, Weber carburetor, Peco header & exhaust, performance cam & lifters, new fuel pump, new interior trim & carpet, new top, new shocks, wire wheels powder coated. \$12,500, email: RLLEMOS@PacBell.net (559) 779-5975. CA



1970 MGB good shape, 80+ miles, chipped tranny tooth. Extras: 7 wire wheels, top frame, tonneau & frame, complete '67 MGB parts car with OD, and more. \$2k. DLMorgan@shore.net. MA



1970 MGB GT. Nice straight, original, rust-free California car, chrome bumpers, 5 wire wheels, runs excellent, needs cosmetics, ready for fun driving and club events, fun project. \$2,300 OBO. Call Joe, (480)820-2122 (AZ).



1973 MG GT 42,000 miles. Great for restore. Some parts. \$2,000 OBO. Too many toys. (205) 939-1404. AL

CAR MART



1973 Midget. Docile 100hp motor, synco 5 speed, trick suspension and brakes. Restored, new interior with rollbar and vintage buckets, plus too much more to list. A-lough-out- loud ride. \$4,500 Bruce (804) 356-9918. VA

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1979 MG Midget. Everything works. New top. Drive anywhere - runs great. Pictures available. \$2,000 obo and/or willing to trade for 1966 or earlier MGB. (805) 964-9388 or email: blondies67@aol.com. CA

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1968 TR 250 Good car - new tires, needs clutch & pressure plate replaced. Must sell \$2,850 OBO. (330) 745-0759 OH

1968 TR250 Project car Plus TR250 parts car. Viable project. Needs restoration. Titles. Garaged. Both for \$3,500 OBO. (701) 293-6882 ND

1974 TR6 roadster, frame up restored condition, light blue custom paint throughout, 1,500 miles on rebuilt engine and transmission with over-drive, factory hardtop and navy blue soft top, custom upholstery fabric seats, cab-paneling, and carpeting, hand-fashioned Koa wood dash, plus some extra parts, garaged, CA smogged and licensed. \$10,000 (916) 967-1230. CA



1975 TR-6 Red/Black New Mexico car, rebuilt engine, interior beautifully installed modern air cond. Much much more 2nd place show winner. No disappointments \$10,000. B/O (505) 461-0624. NM

OTHER



1975 Jensen Healey JH-5. Only year for 5-speed transmission, 72K. New paint, top, exhaust and suspension, cold AC, factory hardtop, VG mechanically, great car to drive and show. \$8,400 U.S. Call (607) 759-8135 (NY).



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Westfield Eleven. 1275 cc Spridget engine and running gear, Weber, minilites, spares, etc. 6K miles, excellent throughout, street licensed. E-mail for pictures. Asking \$18.9K. (501) 915-0001, or e-mail Mackay@hsnp.com. Ⓢ

BRITISH MOTORING EVENTS CALENDAR

Plan Your Vacation Ahead of Time!

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23-24 **The 7th Annual Missouri Rally** St. Louis, MO Robert Rushing 314-995-8664
mgslime@swbell.net

APRIL 2002

12-14 **36th GoF** Sebring, FL Warren D. Maxon 727-736-1990
grapler@aol.com

MAY 2002

4-5 **Moss Motors British Extravaganza** Buttonwillow, CA Kelvin Dodd 800-235-6954
doddk@mossmotors.com

Make your plans now! Two full days of vintage racing. Car shows sponsored by Moss Motors. Raffle for a classic British car. Track drives in your own car. Funkhans on a skid pad. Special invites to British Car Clubs. Camp on site, bring your tent or RV. Super BBQ and much more. Mark your calendar now.

4 **Britfest** Succasunna, NJ Charles Tregido 201-796-8648
ctregidgo@att.net

17-19 **Spring GoF** Sandusky, OH

24-26 **11th Annual Champagne British Car Festival** Champaign, IL Mark Joslyn 217-359-6792
mbjoslyn@prairienet.org

JUNE 2002

2-6 **Red Mill British Car Day** Clinton, NJ Richard Miller 908-713-6251
mgdriversclub@hotmail.com

7-8 **Heartland MG Regional** St. Joseph, MO Mel or Itsy Finch 816-941-8454
itsy@sky.net

7-8 **50th Annual Rallye Glenwood Springs** Denver, CO

23-28 **Healey International Open Roads 2002** Lake Tahoe, CA

24-28 **GOF West** Durango, CO Bill Bollendonk www.rmmgr.com

JULY 2002

3-6 **MOG 32** Staunton, VA Ed Herman (410) 828-0818
edherman@concentric.net

16-19 **2002 VTR** Red Wing, MN clubs.hemmings.com/mntriumphs

AUGUST 2002

25 **A Taste of Britain** Lancaster, PA Sally Harbold (717) 292-0579

SEPTEMBER 2002

5-14 **3rd MG Heritage Tour of the UK** Richard Miller (908) 713-6251
mgdriversclub@hotmail.com

8 **Battle of the Brits** Suzanne Snyder (810) 979-4875
snydley@home.com

OCTOBER 2002

18-20 **MG Drivers Club "The Drive In"** Greenville/Spartanburg, SC Richard Miller (908) 713-6251
mgdriversclub@hotmail.com

PLEASE SUBMIT EVENT INFORMATION TO:

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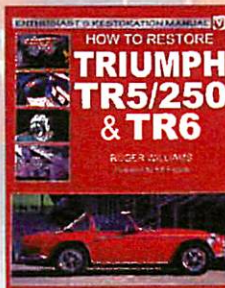
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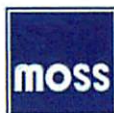
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