



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 21 | NO 1 | SPRING 2003

Jaguar XK120- World's Greatest Sports Car?



**Brits Dominate
SCCA Run-Offs**



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BRITISH MOTORING

MOSS MOTORS LTD.
VOL 21 | NO 1 | SPRING 2003

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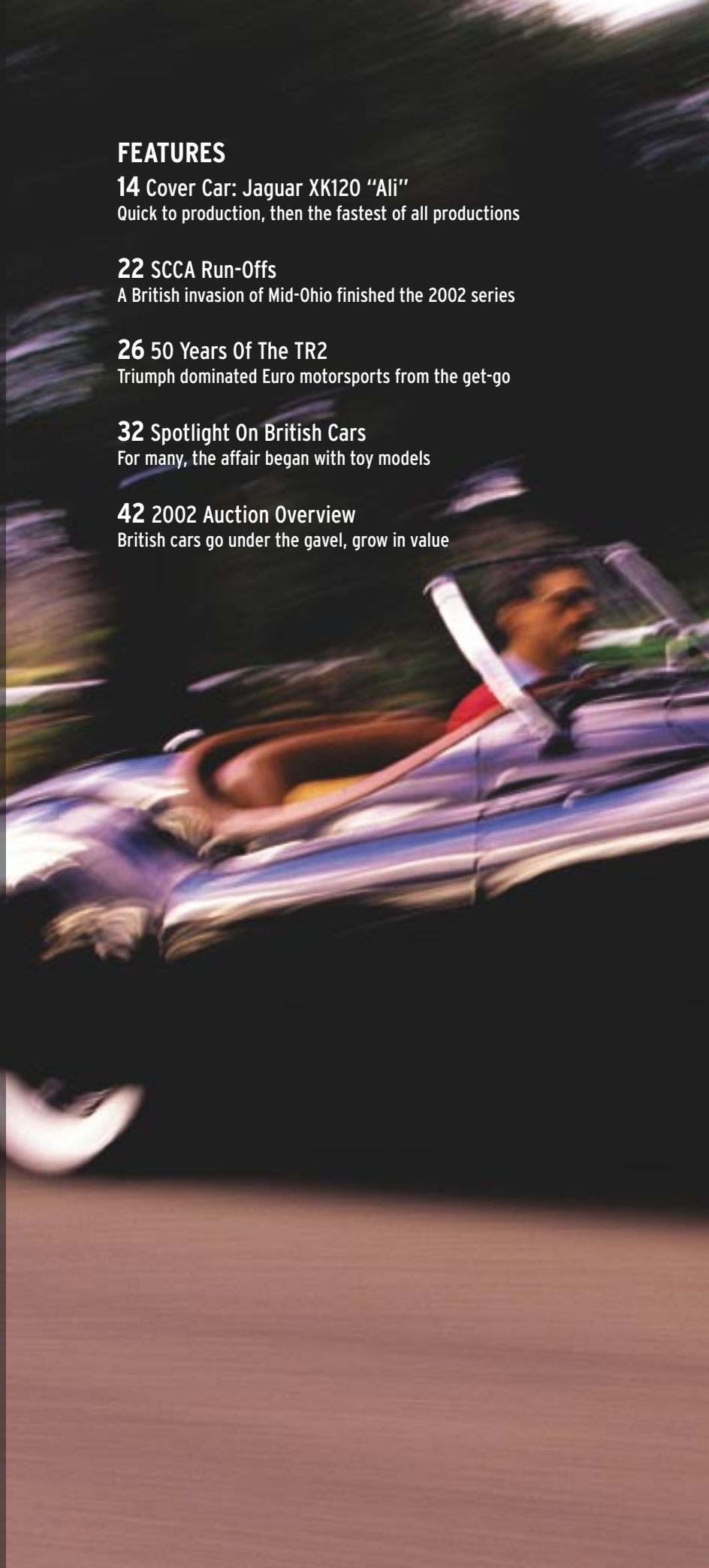
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ON THE COVER

Scott Dahlquist photographed Tom Krefetz's concours-restored 1949 Jaguar XK120. This aluminum-bodied gem is number 46 of the 242 hand-assembled specimens ever built. Enjoy another view of it here, then kindly flip to page 14 for more details.



Editorial

◀ Not the actual editor, just an incredible simulation.

Welcome to the re-tooled *British Motoring*. We hawked those nasty SAE sockets and box-ends and restocked our roll-aways with Whitworths. Why? Because we like you.

All Mickey-Mousing aside, the most obvious change between this issue and its predecessors is overall girth. At 56 pages, this is the fattest

one yet in Moss Motors' 20-year history of publishing a magazine for its customers.

Hopefully you'll notice a few subtler changes. The magazine's focus is gradually shifting from white-zin-and-brie on the grass at the car meet to showing how to convert your sporty Britmobile from an archaeological artifact into a

driver. However, we aren't making wholesale changes. Many of the names familiar to *British Motoring* (née *Moss Motoring*) readers remain. Most prominent is Ken Smith, who nurtured this publication through its formative years. Ken continues to serve as a contributor and consultant, particularly on all matters MG.

Other familiar bylines appear in

this issue. Rick Feibusch is one writer who needs no introduction to Anglo-autophiles. A long-time British event organizer and automotive-magazine contributor, Rick will offer his insights on alluring issues of interest to us all in each and every edition. How's that for an assignment (not to mention asinine assonance)?

From over the pond, Paul Richardson, one of the world's foremost Triumph authorities by pedigree, continues to celebrate that marque in these pages. Closer to home, Phil Skinner—a mainstay on the auction circuit and a regular contributor to *Old Cars Weekly*, *Collector Car & Truck Market Guide*, and *Sports Car Market*—chimes in on how British sports cars fare under the gavel.

Long-time readers of auto-enthusiast magazines might recognize our other contributors, many of whom are members of the unofficial Petersen Publishing Alumni Association. For starters, Leonard Emanuelson brings “street cred” (as those sport-compact

kids say these days). The former head-rauncher of *Motor Trend*, *Hot Rod*, *Popular Hot Rodding*, and some titles that conveniently don't appear on his résumé, Len has competed at Mosport, Daytona, and numerous other places he'll undoubtedly remember before our next issue is produced. These days, no Willow Springs hay bale is safe from Len's kart.

My background is less glamorous. Experience that's remotely applicable to this job: driving on a 15th-place team in an early One Lap of America rally, hand-cranking a Series II Land Rover over the Rubicon Trail in the Sierra Nevada mountains, training with the Canary Islands Camel Trophy team at Eastnor Castle (somewhere near the English-Welsh border) in winter, taking tea in Solihull at the Range Rover factory whilst back-orders accumulated, and impeding traffic on the M1 during rush hour in my first right-hand driving experience. (Side-swipe damage was partially offset by a London pub-crawl feature for the late, great *All*

About Beer.) Finally, my maternal grandfather is named Hadley Minor, and I hold a post-graduate certificate in Mixology (as should everyone who has liberal-arts degrees and doesn't weld well).

To boil it all down, the current *British Motoring* regime makes only one humble promise to our faithful readers: You'll always get your money's worth. I guarantee it.

—Tom Morr 



Harry Newton Dies

We're deeply saddened by the passing of long-time contributor Harry Newton at age 73. Harry became a major fan of British sports cars in 1950 when he purchased a bright red MG TD from Perry Fina, the East Coast Allard importer.

Harry honed his journalistic style during the Korean conflict, where he wrote for *Stars & Stripes*, the U.S. military newspaper.

Upon returning from the war, he went into the car business, selling Hudsons and Buicks before joining Harry Blanchard's multi-marque dealership in Greenwich, Connecticut. At that time, Harry specialized in British sports car sales, and he was also heavily involved in the early days of racing and sports-car rallying.

In the mid-sixties, Harry was named Sales Manager and Vice President for the legendary J.S. Inkip franchise in New York City. While there, Harry and his sales team sold more than 25% of all the Rolls-Royces imported to the U.S.—in addition to an even-larger percentage of Aston-Martins. His other automotive credits included positions as sales manager at a number of luxury, sports-car, and import dealerships. Harry even served a spell as head of Volkswagen in Puerto Rico.

Recently, Harry wrote for a number of sports-car and vintage-racing publications. He also undertook research projects for various car collectors.

Harry was one of the few American journalists who had been on the British sports-car scene from the beginning, and he could recount volumes of first-hand experience. (In fact, the Jaguar XK120 feature in this issue relied heavily on his writings.)



Harry Newton:
1928-2002

Harry's last trip was to drive his gold Eldorado cross-country from California back east to be with his family at the end. Moss Motors sends our condolences to his family. We are all the poorer for Harry's passing. Contributions in his memory may be made to the Society of Automobile Historians, 1102 Long Cove Rd., Gale's Ferry, CT 06335.

British Motoring: Almost Legal Age

In the spring of 1983, Moss Motors produced its first newsletter, ingeniously titled *Moss Motoring*. This quarterly black-and-white publication strove to be informative, interesting, entertaining, and—perhaps best of all—free. If nothing else, it successfully achieved the latter.



Adventures in pulp: Moss Motoring graced the British sports-car world with its presence in Spring 1983. These days, that kid behind the counter has a slightly smaller Afro, but he works in a large office.

The inaugural issue placed the MGA under the editorial microscope and also profiled long-time vintage-racing enthusiast Greg Prehodka. Volume One, Number One also announced the opening of the company's new East Coast

distribution center in Monteville, New Jersey. The publication also set precedents for unveiling new products and announcing special sale-priced items.

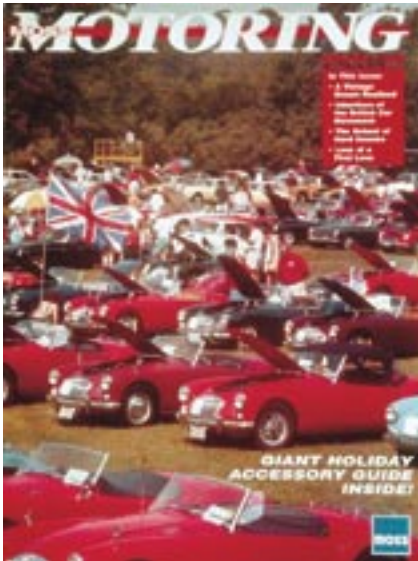
The publication—which was sent to the entire Moss Motors' customer mailing list—was an instant success. By Summer 1983, the second issue of Moss Motoring introduced "Classic-fied Ads," a for-sale-by-owner section that appears these days as



Although still printed on newspaper stock, Moss Motoring boasted color covers by 1990.

the "Sports Car Mart." Issue Two (to shamelessly borrow a phrase from The McLaughlin Group) also announced the first of the soon-to-be famous Moss Marque Days, a gala gathering of Austin-Healey enthusiasts at the company's suburban Santa Barbara headquarters. (Subsequent Marque Days catered to Triumph and MG owners and their cars.)

Fast-forward to 1987: Up to that point, some 20 issues of *Moss Motoring* had been painstakingly produced using traditional paste-up methods (using liquid wax to affix glossy "repro" text, which was precisely cut by X-acto knives, onto cardboard layout boards). Then *Moss Motoring* entered the electronic publishing age, using Apple Macs



The infamous "upside down Jack" issue: The flag was off-kilter, but the Winter '95 issue was otherwise a glossy full-color nugget.

and Aldus PageMaker. An annual photo contest—a mainstay in the magazine since 1984—was formally acknowledged in 1987.

Laura Eltherington assumed the editor position at *Moss Motoring* beginning with the Winter 1988 issue. During her five-year tenure, the magazine made giant strides in becoming essential reading for all British sports car enthusiasts.

The Winter 1989 issue of *Moss Motoring* was the first to use spot color. By the following year, the covers were full-color, and the magazine's editorial package had grown to eight pages. During this era, Moss customers were informed about the latest developments. A new computer system that simplified ordering and inventory, a high-tech phone system, the launch of the Heritage MGB bodyshell program, and the emergence of the famous Mossmobile were just some of the highlights of this exciting period. The magazine covered Moss's extensive efforts in remanufacturing obsolete parts for Healeys, MGs, Triumphs, and Jaguars. As always, attention to the customer was paramount.

Moss Motoring in the nineties boasted more pages, more color, exclusive news, club and events features, and, of course, essential technical lore emanating from a variety of sources. Many members

of the Moss Motors staff contributed their vast knowledge of cars and even British cuisine to the pages of the magazine, which now had a readership of well over 100,000!

I became editor in the Fall 1993. We promptly reported on the very first Moss British Car Festival at Santa Ynez. Successful from the outset, this event filled many pages of *Moss Motoring* during the ensuing five years, culminating in Moss Motors' 50th anniversary celebration at the 1998 Festival.

As the company grew, the production quality of *Moss Motoring* improved. The publication was launched as a tabloid newspaper. With the Winter 1995 issue, the magazine blossomed into a full-color publication, on glossy paper stock. Over the next 17 issues, a huge variety of topics filled the pages of *Moss Motoring*. "Clunker" bills, MTBE fuel additives, and a definitive history of Moss Motors were some of the more serious topics covered, but the magazine still communicated with British sports car enthusiasts and the thousands of Moss Motors customers both in the U.S. and U.K.

To better reflect the content of the magazine, the magazine's titled changed to *British Motoring* for the Summer 2000 issue. For 2003, the magazine has grown to more than 40 editorial pages, and the production team now includes a combination of Moss Motors employees and alumni, Petersen Publishing veterans, and even a former General Motors exterior designer.

Everyone involved in the magazine will continue to serve British sports car enthusiasts the best we can. We'll cover exciting new product developments and provide hands-on hints for how to get the most out of your British car. As always, each issue will include special offers on the parts you'll likely need to continue driving your classic car.

Above all, we need your feedback: your comments, your technical questions, your photos. After all, this is your magazine—as it has been for more than 20 years and 80 exciting issues!

VARA British Extravaganza Coming in May



The annual Extravaganza invades Buttonwillow Raceway May 4-5.

Make your plans now: The annual VARA British Extravaganza sponsored by Moss Motors will once again happen at the Buttonwillow Raceway just east of Bakersfield, California. On tap will be two full days of vintage racing, on-track driving for event participants with professional advice available, a high-speed slalom course, a car show, a stupendous barbecue, a charity raffle for a 1990 Jaguar XJ6 in show condition, the infamous skid-pad funkhana, and assorted other family-fun activities. Spacious camping accommodations are available on-site. Be there, be there, be there for your chance at the proverbial 15 minutes of fame as we cover the Extravaganza for the Summer 2003 issue of *British Motoring*. See page 35 of this issue for more details.

Mini: North American Car Of The Year

The new Mini was recently named North American Car of the Year by a group of 49 automotive journalists.

It topped 11 other finalists, including the BMW 7 Series, the Honda Accord, the Nissan 350Z and Pontiac Vibe. More than 24,000 Minis have been sold in the U.S. since the car's reintroduction, which is more than double the number of the old version sold in the U.S. during the 1960s. The award is based on factors such as innovation, design, safety, handling, driver satisfaction, and value for the dollar.



Russ Swift "launches" a Cooper S at a 2002 media event.

Not Your Father's MG

MG Rover unveiled its most dramatic car ever—the MG XPower SV—at last fall's British International Motor Show. This non-U.S.-compliant car evolved from the Qvale Mangusta following Rover's acquisition of the Italian company. Said to be more powerful than a Porsche and with more attitude than

a Maserati, the SV was designed to take on the world's best.

A range of engine sizes is available, including a 465-bhp, 5.0L V-8 with a top speed of more than 200 mph and a 0-60 acceleration time of 4.2 seconds.

The car, which costs £65,000, is assembled in Modena, Italy, and finished in Longbridge, England.



The SV looks more like something James Bond might drive than its Qvale Mangusta DNA donor.



Flip a switch to detonate the factory-approved nitrous-oxide system, which temporarily boosts the car to a massive 965 bhp.

MG Spices Up Sport-Compacts

MG teamed up with British pop group Atomic Kitten on two special-edition cars for the European market. MG and Team Atomic Kitten announced the "Atomix" Special Edition MG ZR and MG ZS cars. The MGs are derived from the popular ZR+ 105 and MG ZS+ 120 models and are accessorized for a motorsports look. Add-ons include front and rear spoilers, 16-inch alloy wheels, and fog lamps. Interior upgrades include a Kenwood CD sound system, leather seats, and a leather steering wheel.

Atomic Kitten Jenny Frost (right) said, "We've had a great time racing the MG ZS in the BTCC, winning six races in class. And it's great to continue this,




Racy birds from Atomic Kitten adorn Atomix-ized MGs.

with the MG Atomix SE cars. We're so pleased to be associated with MG—it's a great British brand."

Jaguar Launches All-New 2004 XJ



The seventh-generation Jaguar XJ made its public debut last fall. Over 800,000 XJs have been produced since the model was introduced in 1968, totaling more than half of all Jaguars ever built. The new XJ is most technologically advanced Jaguar ever.

Lightweight vehicle architecture is based on monocoque body structure, and the overall vehicle weighs almost 200 pounds less than its predecessor—even though it's longer, taller, and wider than its predecessor. The new 390-hp XJR is also quicker to 60 mph (5.0 seconds versus 5.3 seconds) than the previous model and has better fuel economy. Top speed of the 294-hp XJ8 is an electronically limited 121 mph with the XJR reaching 155 mph. 

Readers' Cars

Compiled By Ken Smith & Matt Hardesty
Photography By Ken Smith

Moss Motors Employees' Cars



British On A Budget

This '67 Spitfire has been a true hand-me-down car. Chris Forester (Purchasing) inherited it from a former Moss employee who never had time to restore it. That employee procured it from another employee who had passed away. When Chris received the car, it had been sitting for 10 years, and just getting it home required new brakes, wheels, tires, coolant, fuel lines, a carb rebuild, and electrical upgrades. Chris now spends time improving (or is that improvising?) various areas of the car to make it even more fun to drive. To quote Chris, "This poor-man's E-Type has found its poor man. The view of the road through the floorboards is truly breathtaking! I'm still not sure that I can afford this free car!"



Paper-Route Pay-Dirt

Throwing newspapers to make a buck doesn't sound like a good way to finance a car, especially if you're a kid. Well, it worked for Greg McCauley (Retail Sales). In fact, Greg wasn't even old enough to drive when he laid out the cash for his '74 MGB. Once in his possession, the MGB got a rebuilt engine, new suspension, fresh paint, and restored interior. Greg loves to motor, especially when his MG is running well. When it's not, the bike is an alternative (but he doesn't have to porch papers anymore!).



Back To The Future

Triumph's TR6 was a big hit thanks to slick styling, nice features, and that six-in-a-row under the hood. Peter Arakelian (Domestic Purchasing) bought one brand-new in 1971. Although he enjoyed it, Peter eventually had to give it up. In 1990, he decided to revisit his youth and found another '71 TR6. After replacing the transmission, differential, and front end, the interior was revamped and all the little maintenance items completed. Now Pete drives it every day and attends club events and the Triumph Fest whenever he can.



Parent Trap

Britt Barrick (Wholesale Sales) and his kids love to get their '73 GT6 out on the open road, particularly on California's Highway One. Britt bought the Triumph from a retiring Moss salesman, and since it had been kept up so well, very little has been done to keep the car on the road. It's been a year and a half now and the Triumph is still running strong. The unique looks and styling of the GT6 always turn heads.



Auntie Carol's Wild Ride

Craig Cody (Call Center Manager) remembers how he fell in love with his car. "I first saw it in 1955, when I was five. The original owner was my 'Auntie' Carol, a friend of the family. She bought the car new from Snead Motors in Olympia and drove it as an everyday car. She even raced it in 'powderpuff' events on the weekends. When she passed away in 1971, I purchased the car from her estate for \$600." Craig "inadvertently" restored the car to concours condition in 1977. In 1982, he started working at Moss, where he and the '53 TD have been ever since. "Just about every drive in the car is memorable, but those that stick in my mind seem to be during my annual pilgrimage to the Historic Races at Laguna Seca every August."



Heavy Metal

Bill Redman (Retail Sales) needed a project, one that would help him learn about classic Jaguars. Oh yeah, he needed room for his kids too. The answer? A '72 XJ6 Series 1. To get started, Bill thought a minimal "in-car" engine overhaul was needed, but a subsequent oil leak taught Bill that a full rebuild was in order. With Moss parts, the big six-cylinder was rebuilt, followed by the transmission and then the entire rear axle. After all that work the car was ready for the road, so Bill now enjoys it every day. Since he's a musician, pulling up to a gig in his classic Jag is a lot more fun too.



Weekend Warrior

Fred Lynch (VP, Sales & Marketing) has owned many British cars over the years, and after his earlier Jaguar, he now enjoys the simplicity of this '66 MGB. "I bought it from Harry Haigh and Ken Smith, who owned it as a project car. My son drives it most of the time, and we work on it together frequently. We have not had any problems, but we are just working our way through the car. We have so far put in a stainless exhaust system, an electronic ignition, a solid-state fuel pump, and rear springs. We are talking about altering the soon-to-be-released fuel-injection system for it. Owning this has been more fun than any of the others because it is bringing my son into 'the life'—poor kid."



The Gray Ghost

In 1961, Harry Haigh (Manager, Technical Support) was the service manager for the Jaguar dealer that sold this 1961 2.4. Harry handled the initial delivery and all of the car's maintenance for the next 12 years. "I lost track of the car until the early '80s, at which time I was managing the Moss Jaguar dealership and the car showed up as a trade with 45,000 miles. I purchased the car and have since blueprinted the engine and added stelite valves and seats. Other than these ongoing maintenance items, the car remains 100% original and now has more than 100,000 miles on it. No matter where I park the car, people from 8 to 80 will stop to admire and ask questions about the car. My 11-year-old grandson has grown up with this car and rides in it every chance he gets—he loves it more than I do. It will be his in another five years, for his sixteenth birthday."



Rust To Riches

It was the racing bug that bit British Marketing Manager Kelvin Dodd back in the '80s. However, his '70 MGB wasn't "vintage" enough to race in local club events. So, Kelvin procured a '64 body and his neighbor sold him a rusty '68 GT. While preparing the body, he found roll bar points and a scatter shield, leaving him to deduce that the car was originally a racer. Some parts scrounging and elbow grease got Kelvin and his works-replica MG on the track for a paltry \$1,500. That is, until the engine broke. Ten years later and family-matter delays out of the way, his "B" is back on the road (and the track!), but reliving those days of racing with a stock motor, suspension, and skinny tires are fond ones indeed.



Company Car

Early '50s Triumphs are major head-turners, especially when they're bright red. Eric Wilhelm is entrusted with this 1953 TR3, which Moss Motors purchased and restored a few years ago. Eric uses the Triumph to represent the company at Triumph meets whenever time and weather permit. Since Eric works within the Catalog Development Department at Moss, he calls the Triumph his "company" car.



Quarter-Million Miler

Eighteen years ago, a weeping young lady handed the keys of her powder blue MGB to a young college grad in need of transportation. That college grad was Paul Christiansen (who's now Moss's Senior Information-Services Programmer), who proceeded to clock more than 300,000 miles on the little B. Paul drove it stock for about 10 years, then started the standard list of "re-dos," including a fresh, new paint job. Two years ago the engine was rebuilt with Moss parts, and an overdrive transmission was added to ease the revs while motoring the wide-open spaces. Now, with a fresh motor under the hood, Paul has already racked up another 30,000 and counting!



Racing Green With Envy

There's something about growing up with a car, getting the keys when you turn 16, and driving that baby into the high school parking lot for the first time. That's what Ron Smith (Retail Sales) and his '67 TR4A did. His dad bought the car when Ronnie was a kid, but after only two years of driving it, dad snapped the crank, pushed it into the garage, and left it there for 10 years. Once of age, Ron and his dad restored it, and to this day it's still Ron's daily driver.



High School Healey

Technical Services man Frank Butcher owns this '66 Sprite. "I bought the car from another employee about 10 years ago and did a very low-budget restoration in my carport," he says. "A few years ago I went all out on the engine with the idea of going vintage racing. I had the crank, rods and flywheel lightened and shotpeened, ported the head, etc. But the closest I've come to racing is lapping at Willow Springs and Buttonwillow. This is my second Sprite, and driving it makes me feel like a teenager again as the very first Sprite I had was in high school."



Stealth Bomber

As Dave Polarek (Art Department) puts it, "I didn't exactly acquire this '77 MGB, it sort of came with my 'significant other' three years ago." The roadster has only 56,000 original miles on it, but Dave lowered it and added sticky Yokohamas for much improved handling. He's also in the process of adding a modified early roll bar since there aren't any available for late MGBs. Paint and alloy sport wheels are next. Dave loves running downhill on "very narrow and twisty, switchback-infested roads" in the canyons above Santa Barbara near Moss. "Thirty-three years ago my first car was a '59 Bugeye, and I've owned at least one British sports car every year since. My driveway would look weird without one!"



Blower, Beware

If you're really into restoring and working on your British cars, Product Development at Moss is a great place to be. Chris Nowlan is just such a person, and his triumvirate of MGs ('33 J2 and '33 L2) will attest to his zeal. This 1948 TC was purchased unrestored in 1979, and Chris did a quick mechanical resto to get it on the road. This one replaced his first, which was sold to help finance his first house. A complete restoration was performed in 1985, and since then Chris has had the pleasure of putting nearly 30,000 miles on the TC with the added fun of a period Marshal supercharger! "My favorite memories are of countless long-distance drives to vintage MG events. The farther away the better as the most disastrous misadventures always make for the best memories!" 🇬🇧

These *British Motoring* readers also happen to be Moss Motors employees. Please submit photos and brief information about your British sports car (how you acquired it, what you've done to it, what you plan to do to it, and the most enjoyable thing you've ever done with the car). Either email an image (minimum 4x6 inches at 300 dpi) and info to editor@mossmotors.com or send non-returnable photos and a letter to "Readers' Cars," *British Motoring*, P.O. Box 847, Goleta, CA 93117 USA.

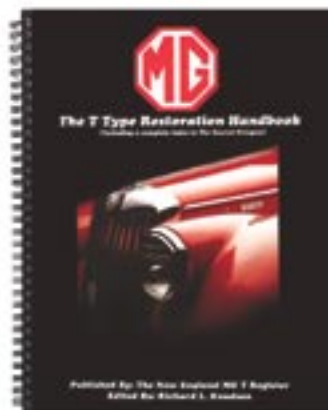
New Products



CHROME FIRE EXTINGUISHER

Protect yourself in the event of a fire with this 2lb UL-listed fire extinguisher. Not only functional but also its chrome finish will be a welcome accent to the interior of your British Car.

01-845 \$59.95



THE T SERIES HANDBOOK

Back in stock again. Published by the New England MG T Register. An invaluable compilation of "The Sacred Octagon" articles.

212-980 \$32.95



RESTORING SPRITES & MIDGETS

Written with technical expertise and wit, this manual is packed with photos and illustrations covering all aspects of restoration. A "must have" for the A-H Sprite or MG Midget owner.

213-305 \$34.95

CONNOLLY LEATHER CLEANER

Long known for their Hide Food Leather Cream, now Connolly has manufactured Leather Cleaner. Made to gently clean more difficult spots on your leather upholstery. Once clean, use Hide Food for monthly maintenance to keep your upholstery soft and smooth.

220-211 \$16.95



MINI CAR DUSTER

All the features of a larger duster in a compact package. Wax-treated cotton fibers lift dust off surfaces. Simply shake the dust out after every use. Will not scratch or harm your finish.

231-671 \$7.95

MICROFIBER CLOTH

Revolutionary Microfiber towel is made from a blend of Polyester and Polymide. The cloth is put through a special process that splits the ends into micro-fibers. The small fibers pick up and absorb dust, dirt and grease, then releases it when washed. Cloth can hold up to 7 times its weight in dirt and liquids. Includes 3 towels.

231-675 \$14.95



COCKPIT COVER

Instant coverup for open cars. Fits over interior quickly and protects your expensive interior from harmful sunlight. Custom-fitted to each application using Duravent material—waterproof, yet breathable. Four-year warranty.

TR3 237-805 \$44.95

MGA 237-810 \$44.95

**MG TD LUGGAGE RACK**

A reproduction of the 1950's accessory rack produced by Doretta and sold in the heyday of the MGTD by several different companies most notably RUNYON in Los Angeles. For this reason, it has become known over the years as a "Runyon" rack. Our quality reproduction is chrome-plated stainless steel with a show-quality finish. The brackets have a stainless steel finish, which the owner may paint or polish—your preference. Mounts in minutes using the existing spare tire and bumper bolts—no drilling required. Folds easily away when not in use without brackets to move and re-attach later.

243-705 \$229.95

**CLASSIC LAMPS**

Your classic sports car deserves classic accessories. Choose halogen fog or driving lamps that have a '60s and '70s style. Requires H3 bulb sold separately below.

Classic Driving Lamp 162-830 \$29.95

Classic Fog Lamp 162-831 \$29.95

H3 Bulb 162-765 \$4.95

**JAGUAR E-TYPE INTERIOR REPAIR**

Vacuum formed vinyl components allow you to re-cover damaged interior panels quickly and beautifully.

Ser. III E-Type Radio Console Cover 858-960 \$54.95

Windshield Pillar Pad Covers 858-468 \$89.95

Ser. I, II E-Type Dash Top Cover 858-490 \$109.95

Ser. III E-Type Dash Top Cover 858-950 \$129.95

**MGB POLISHED TRUNK & HOOD LIFT KITS**

Replace mechanical supports with convenient gas struts. Dual Strut Hood Kit for steel hoods only. Dual Strut Trunk Kit provides extra support for trunk rack.

Dual Gas Strut Hood Lift Kit 900-072 \$59.95

Single Gas Strut Trunk Lift Kit 900-070 \$44.95

Dual Gas Strut Trunk Lift Kit 900-071 \$59.95



INTERIOR DOOR LIGHT KITS For your MGB 1966-80
Add a touch of luxury and convenience to your MGB. Our exclusive light kit illuminates the ground and interior when you get in and out of your car.

Interior Door Light Kit, Black 111-810 \$35.95

Interior Door Light Kit, Tan 111-811 \$35.95



Jaguar XK120 “Ali”

The rare alloy-bodied cat that sired the American sports car

By Tom Morr

Photography by Scott Dahlquist

One of the world’s most stunning sports cars has roots that burrow back to an English piano-repair shop. Four decades before he was knighted by Queen Elizabeth, William Lyons toiled in his dad’s piano shop. This experience made one thing perfectly clear to the then-teen: Lyons preferred working on his “oil-bath” Sunbeam motorcycle to fixing pianos.

Back-Story

In a fateful event, fellow motorcycle enthusiast William Walmsley moved in across the street from Lyons in 1920. Walmsley fabricated an octagonal-

looking sidecar for his military-surplus Triumph motorcycle. Lyons admired it and had Walmsley make one for the Norton he was riding by then. A few months later in 1922, Lyons and Walmsley borrowed money from their parents and formed the Swallow Sidecar Company. Lyons was 21.

By 1926, the company was making car bodies for Austin. The company name was appropriately changed to Swallow Sidecar and Coachbuilding Company. When Swallow added The Standard Motor Company’s “Nine” model to its rebodding portfolio, Lyons’ exterior designs began to attract attention.

Constrained by fitting his exoskeletons to somebody’s else’s framework, Lyons unveiled Swallow’s first production car in 1931. This SS1’s chassis was built to Swallow’s

specifications by The Standard Co., and the car was powered by the reliable Standard 16 engine. At the time, the motoring press described the SS1 as “built for the connoisseur but [still] relatively low priced.” In 1935, Swallow introduced the SS90 sports car, the company’s first car to be named for its claimed top speed. A year later, Lyons bought out partner Walmsley, then unveiled the SS100, generally regarded as the first of his classic sports cars. It was later described as “the epitome of the stylish pre-war sports car.”

XK Genesis

Lyons’ second ground-breaking—and possibly his most industry-upturning—sports car was the hastily executed Jaguar XK120. The car and



company were both byproducts of World War II. Swallow contributed sidecars and aircraft components to the Allied effort, and Lyons added an in-house engineering department in preparation for post-war success. The company's long-term agenda called for racier sports cars than could be produced using existing Standard Co. engines. So, an engine-development program was marked with an X for "experimental." To avoid any references to the Nazi secret police, Lyons changed the company's name from SS (Swallow Sidecar) to Jaguar Cars Ltd. after the name of an earlier SS sedan in 1946.

By the sixth-design XG iteration, the engine boasted race-bred technology. Pushrod designs were scrapped in favor of the more-efficient and powerful dual-overhead cam. Lyons' underlying goal was to produce a luxury car that could cruise at 100 mph.

Necessity then became the mother of invention. Jaguar wanted to unveil its new DOHC I-6 (finalized as the XK) at the 1948 London Motor Show, the first post-war British



Originally intended as simply auto-show window-dressing for a new engine, the XK120 rocked the automotive world at its 1948 introduction. Its 3.4L I-6 powerplant was the first mass-produced DOHC/hemispherical-head design, and its 160 hp propelled the roadster to a 120-plus-mph top speed.

autorama. As the show drew closer, body-tooling problems dictated that the next-generation Mark VII sedan chassis wouldn't make the deadline as intended. A few weeks before the show, Lyons decided to display the new engine in a limited-production roadster based on a shortened version of Jag's existing Mark V sedan.

Legend has it that the car—originally dubbed the XK Open Two Seater

Super Sports—progressed from concept to completion in approximately three weeks.



Rounded, low, flowing lines were duly noted by the Corvette design team. Lack of turn signals and restrained use of chrome achieved godliness through cleanliness.





Lyons' afterthought roadster stole the show. Priced at less than \$4,000 and with a claimed top speed of 120 mph (thus its model designation), the Open Two Seater attracted orders far in excess of the projected 200 units. To meet the demand, Lyons knew that mass-produced steel body panels would be necessary. While the steel tooling was in progress, Jaguar hand-made between 239 and 244 (estimates vary; 240 is most oft-quoted number) alloy-bodied XK120s between September 1948 and April 1950. Of these, 183 models were reportedly left-hand drive.

Styling

The XK120's original function was twofold: a "design exercise" and a durability testbed for the new engine. William Lyons sculpted the body around a shortened Mark V sedan's ash-framed chassis. Some say that the

low, flowing lines were subconsciously inspired by Lyons' affinity for motorcycles; the 1940 BMW Mille Miglia 328 was a more apparent influence. Rear skirts allowed the lines to waft unobstructedly from tip to toe. (The skirts had to be removed to clear wire wheels and knock-offs.) An intentional lack of door handles and turn signals further smoothed the package. The XK120 also introduced the vertical-ribbed oval grille, a signature cue that identified Jags for the ensuing two decades and is acknowledged by today's S-Type.

Performance

The XK engine was the 120's *raison d'être*. Jaguar engineers based it on a Standard Motor Co. block and integrated a BMW valvetrain design. The engine was the first mass-produced dual-overhead cam (chain-driven) model with hemispherical combustion chambers in the head. The same basic design carried through to the 1986 XJ6 and even as recent as the 1992 Daimler D420 limo.

With dual SU carbs, the 3.4L/210ci inline-six XK produced 160 hp—the same output as Cadillac's concurrent 5.4L/331ci V-8. To prove the claimed 120-mph top speed, Jaguar took a group of journalists to



Luxurious leather upholstery, a large steering wheel, and bold gauges defined the interior. The trunk provides the only lockable storage space. Alloy-bodied models lacked the later cars' heaters/defoggers.

XK120 Production, 1948-1954

Steel Cars: 12,061-12,078

Roadsters: 7,631

Fixed-Head Coupes: 2,678

Drop-Head Coupes/Convertibles: 1,769

1949 Jaguar XK120 ORS Alloy

Body style: roadster

Engine size/type:

3,442cc/210ci DOHC I-6

Aspiration: Twin SU H6 carburetors

Peak horsepower (SAE net @ rpm):

160 @ 5,000

Peak torque (SAE net lb-ft @ rpm):

195 @ 2,500

Top speed, mph: 124

Transmission: 4-speed manual,

non-synchronized First

Suspension, f/r: torsion-bar

independent, dual wishbones,

coil springs, anti-roll bars/live

axle, leaf springs, lever-arm

dampers

Brakes: hydraulic drums

Wheelbase, in: 102.0

Length/width/height, in:

173.0/62.0/52.5

Curb weight, lb: 2,856

Base price: £1,275

Jabbeke, Belgium, in 1949. Prepped with a belly pan, tonneau cover, and sans windshield, an XK120 clocked in at 132.596 mph. Production trim brought that number down to 124. Any way it was sliced, the XK120 was the fastest production car in the world at the time.

Later XK120SE models (XK120M in the U.S.) bumped output to 180 hp thanks to larger carburetors, and the race-ready head of the "C-Type" models raised bhp to 210. Speaking of which, these race-prepped XK120Cs enjoy near-immediate motorsports success, including wins at the Tulip Rally in 1951 and Alpine Rally from 1950-1952.

Like all distinctive cars, XK120s have a few personality quirks.



Tom Krefetz's 1949 "Ali" even has the original factory literature.

For starters, the SU carbs are temperamental. Their thermostat control is often upgraded with a manual override. XK120s also tend to overheat in stop-and-go traffic, and exhaust leaks aren't uncommon. The gearbox's long throws forestall quick shifts, and First gear isn't synchronized.

The car's handling has some well-known idiosyncrasies. Steering feel is heavy, and the car has noticeable oversteer. The brakes fade quickly as they heat up, but the Citroën-inspired torsion-bar front suspension provides impressive handling that's underscored by some front-end shimmy. This cat is regarded to be in its element at triple-digit speeds.

The Legacy

The alloy XK120 OTS shown here is owned by Southern California Jagophile Tom Krefetz (who also owns six E-Types at last count). It's a concours-quality model of the car that (along with the MG TD) launched the sports-car craze in America: Five years later, the first Corvette displayed similar bodylines, and the XK120 had a profound stylistic influence in its company's subsequent D- and E-Type sports cars.

Early U.S. XK120 road tests were less restrained although generally more exuberant than their right-of-pond equivalents. In *Mechanix Illustrated*, Tim McCahill described the XK120's road ride as "like a bubble in a wash basin." Fit and finish were suspect: "It would have been better if they had just shoveled the unassembled parts of the car I drove into an old bag and shipped them over parcel post." However, McCahill concluded that the XK120 was the finest high-speed touring car in the world.

Historically, the XK120 is generally regarded as one of the greatest cars of all time. The car is one of Sir William Lyons' three stylistic triumphs (the 1936 SS100 and E-Type Jag being the other two). And the XK120 had the go to equal its show. Probably the best summation of the XK120 is "grace, space, and pace at an affordable price." 🇬🇧



XK120 chrome was sparse and appeared on the windshield frame, seat frames, and rails. Its XK140 successor was festooned with more chrome in 1956 to pander to the perceived American predilection with brightwork.



Trunks were fully carpeted. These are the original tools that came with the car.



Values

1949 XK120 Alloy Roadster

Fair: \$50,000

Good: \$75,000

Excellent: \$105,000

Show: \$125,000

Source: The Gold Book,

www.manheimgold.com

MG Deep Breathers

Air Filters that improve performance and looks

By Matt Hardesty
Photography by
Shane Reichardt


It's the age-old parable: An engine is nothing more than a big, noisy air pump. It needs fuel and fire to push atmosphere down on pistons to spin a crank, the transmission, and eventually the tires. Getting that air in and out is paramount to power; more of each begets more power. However, an open intake and exhaust is not the best solution. Beside the fact that an open exhaust is TOO LOUD, ingesting dust and debris into the engine obviously isn't good. A decent muffler will keep things quiet and flowing freely; however, the air intake is a little different.

To achieve good airflow and more power, the air filter and intake can't be too restrictive. Factory air cleaners and paper filters are designed to be replaced often because the paper media gets dirty and clogs quickly. As dirt accumulates, less air gets through and performance goes down as the engine begins to run richer. Paper filters vary slightly from one manufacturer to another, but they all tend to perform about the same.

The biggest advance manufacturers made in air filters was going from oil baths to paper back in the fifties, but little has been done by them since. Aftermarket companies such as K&N pioneered the high-performance air filter in the late sixties. K&N realized that paper filters couldn't handle the two jobs of providing good filtering with excellent airflow over extended periods. K&N filters use several layers of surgical cotton gauze that's sandwich between a wire mesh. The gauze is treated with oil and pleated to increase filter area while reducing the overall size of the filter. This combination provides excellent airflow, filtration,



and longevity. Since the filter can be cleaned, it's cheaper in the long run and more environmentally friendly.

We investigated performance air-filter options for a '72 MGB. (Intended to be our "hot" daily driver, the little B has had some engine work, and we've installed a set of SU carbs for better performance.) Moss Motors offer three different K&N setups for this MGB: stock replacement elements (PN 372-395), complete filter assemblies (PN 222-950), and a filter-plate set with cast-aluminum cover (PN 222-910). 

Source
K&N Engineering, P.O. Box 1329,
Riverside, CA 92502, (800) 858-
3333 (tech), (909) 684-0716 (fax),
www.knfilters.com

Moss Motors,
(800) 667-7872 (orders),
(805) 681-3400 (overseas
orders), (805) 692-2525 (fax),
www.mossmotors.com

Replacement Element



1. Here's the new K&N filter (top) and the stock, paper-element filter. The K&N has fewer pleats but filters and flows much better than paper. Plus, it can be cleaned and reused.



2. We cleaned, sandblasted, and repainted the stock filter housings for a nice, restored look.



3. We placed the OE base on the K&N filter, then slid it inside the housing. The K&N unit is an exact replacement for the original filter and fits perfectly.



4. We installed a new gasket on each carburetor prior to installing the base assembly. The gasket ensures that all air going into the engine is clean and filtered.



5. Wrangling the two housings together via the center crossover tube takes a little elbow-grease.



6. With both housings in place, you can now tighten the bolts that hold the air cleaner to the carburetor. Don't overtighten—you can deform the air filter or dent the housing.



7. The finished product looks fresh as new but has improved performance lurking underneath. The nice thing about the factory housings is that the inlet tube siphons air away from the exhaust manifold area.

Cast-Aluminum Assembly



1. We assembled the Moss custom-plate filter kit next. The cast-aluminum cover is finned for a slick look and ties the two filters together. The original base plates are still needed. Also be sure to install new gaskets as seen here.



2. Fitting both carbs at the same time can be tricky as you try to line up the bolts and then tighten the nuts down. Be sure that the gaskets remain in position while getting everything lined up.



3. You'll need two wrenches to get on the bolt and the nut. Again, do not overtighten as this can damage the filter, the top, or the base.



4. The finished product: A custom look with great airflow for more performance.

Chrome Assemblies



1. We installed the individual chrome air-filter assemblies next by attaching the base and new gasket.



2. Here are the two bases bolted to the carbs and awaiting the filters and tops. The bases use studs so that chrome acorn nuts can be used to hold the lid on. This makes for a clean look when complete.



3. The filter and lid fit on the base as shown. Be sure that the filter fits flush into the base to ensure a good seal.



4. Don't overtighten the acorn nuts as mentioned earlier. Also, be careful not to scratch the lid's chrome finish with the tools.



5. The finished product looks great. It's racy and modern with a bright finish that looks good against the carbs.

K&N Oil Filter



While we were at it, we installed a new K&N Performance Gold oil filter in place of the stocker. The Performance Gold features a unique design that outperforms OE-style paper oil filters for added protection.

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**Increased performance...
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for many British cars.**

The Ignitor® breakerless electronic ignition installs as quick as the points it replaces, so you'll never change points again. It fits entirely under your distributor cap for a stock look, and for about \$100, delivers reliability and performance. And, the new Ignitor II® (available for some applications) adds a microcontroller that adjusts the dwell period for the best possible spark over the entire RPM range!



The PerTronix IGNITOR, proven for years in thousands of vehicles. Rotating cobalt magnets trigger an electronic switching module (Hall cell). Over 2,000,000 in use.



**Keep those horses
from running wild.**
**Fool-proof control with our new
Digital Rev Limiter.**

Designed for use with most 4, 6 or 8 cylinder engines using points, OEM electronic, or aftermarket inductive type ignition systems, including our popular Ignitor line. This microcontroller based unit

provides much greater accuracy (+/-0.01%) than analog systems, and digital rotary switches permit easy setting. (Not for CD ignition systems.)

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It combines the significant increase in energy of a capacitive discharge (CD) system with the long burn time of your OE or aftermarket inductive system. Your original system provides the primary inductive spark, Second Strike adds another powerful CD spark, giving you two sparks all the way to redline. It all adds up to far better combustion for improved performance.

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another
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British Invade Mid-Ohio!

Triumph, MG and Austin-Healey Win Big at the 2002 SCCA Valvoline Runoffs

By Leonard Emanuelson

Photography By Bob Ucker/Showcase Photo

I've been a road-race fan for years, but vintage British sports cars have never been on my radar. That all changed on a lazy Sunday afternoon last November. I was driving my wife insane channel-surfing the various auto racing broadcasts. The Winston Cup championship was coming down to a shootout, and being a big Tony Stewart fan, I tuned into the start of the race and settled in for an afternoon of Detroit heavy metal. At the first commercial, I switched over to Speed Channel to check out the action. They were airing the H/Production race from the 2002 SCCA



Valvoline Runoffs held September 16-22 at the Mid-Ohio Sports Car Course. Mid-Ohio Sports Car Course is arguably one of the best and most scenic road courses in America: 2.28 miles long and extremely challenging.

By the time I tuned in, a pair of Bugeye Sprites and an MG Midget had checked out from the rest of the field, putting on a first-class racing clinic. These guys were working each other over, four-wheel drifting through every corner lap after lap. Tony Stewart would have to wait. I immediately fell in love with the way these cars looked, the way they raced,

and the sounds they made.

The 20-lap H/Production SCCA championship was over all too soon. Bob Weber's yellow #35 Bugeye took the checkered flag, closely pursued by Dan Collishaw in another Bugeye and Ron Bartell in an MG Midget. Later in post-race inspection, Weber was disqualified for a minor engine-rule infraction, and the win went to Collishaw. Bartell moved up to second, and 62-year-old Phil Chiles got a podium finish with his brilliant red #86 Bugeye in his last race before retiring from competition. I switched back to Winston Cup to check Tony's progress.

Next commercial and I'm back to Speed Channel (by now my wife has long left the room), where I discovered more British sports car racing: a Legends program documenting Triumph's factory race efforts at Sebring in '63 and Le Mans in '64. It was an interesting contrast between the '60s factory works cars and the SCCA cars entered in this year's Runoffs. At Sebring in '63, the Triumph team of TR4s placed 1, 2, and 4 in GT Class 2. It was a dominant run that included winning both the '62 and '63 SCCA championships as well. Triumph would wind down its factory racing effort at Le Mans in '65 with a team of four Spitfires.

Jump ahead 37 years to 2002. These under-1.5L British sports cars are still dominating, this time in SCCA H/Production and F/Production. More impressive, a lone MGA won the G/Production championship, defeating a host of more modern cars—including VW Golfs and Rabbits, a Fiat X 1/9, and a fleet of Datsun 510 sedans (renowned for their dominance in two-liter Trans Am racing).

After speaking with a few racers, I found that these small-displacement production classes are enjoying their largest participation in years, largely due to racer-friendly rules changes by the SCCA and a more liberal qualifying requirement for the Runoffs. In 2002, H/Production was populated by 13 A-H Sprites and 7 MG Midgets, all National-caliber

cars. F/Production featured 15 MG Midgets, 4 A-H Sprites, and 2 Triumph Spitfires in the British camp versus a group that included a Porsche 356 and 914, a BMW 2002, Honda CRXs, and Mazda Miatas to name a few.

F/Production National Champion Steve Sargis discussed what it takes to be competitive at the national level. He's been racing in SCCA for 24 years and has three championships in G/Production to add to his new F/Production crown. His experience plays a major role in keeping his costs down. Steve's race car is a Triumph Spitfire MK III, which can be raced with a dual-carb 1300cc engine or a single-carb 1500. Steve opts for the high-reving 1300 and builds his own engines: "It costs me about \$5,000 to build a competitive engine with a billet crank and billet connecting rods. The same engine from a professional shop goes for \$12,000-\$13,000."

In Production classes, the basic body, floorpan and suspension design must be retained as well as production brakes (although SCCA has allowed a rear disc brake upgrade from drums). Suspension pickup points can be changed, and most racers substitute coilover shocks for ease of chassis adjustability. Any four-speed manual transmission with a working reverse is allowed. Steve uses a Toyota case with custom "dog-engagement" gears. He shifts at a mind-boggling 8500 rpm, where the engine is cranking out about 140 hp.

Phil Chiles ended his racing career with a third-place finish in H/Production. He was quick to mention that he felt bad for Bob Weber's disqualification because the slightly oversized valves offered no horsepower advantage. The 62-year-old also raced his Bugeye Sprite to a third-place finish in 2001, beating his son for the podium spot.

Phil gave us a few pointers on the preparation of his Sprite. Per the rules, his car retains the original wheelbase and track. It has altered suspension pickup points and coilover shocks like most of the cars in these classes.

He uses a fiberglass front end that has fender flares for larger tires. The miniscule 948cc powerplant produces right at 100hp—not bad for the under-one-liter pushrod motor. His race-modified Sprite gearbox was built by Richmond Instruments at a cost of \$4,000.

Phil is a late-bloomer, attending his first driving school at age 55 in 1995. When asked about the total cost of building a competitive H/Production car, he answered that his very competitive Sprite is now for sale for \$18,000. I asked about the best way for *British Motoring* readers to get involved in entry-level racing. He said that many cars race at a regional level with much less preparation. All you need is the approved safety equipment, including a fuel cell, an on-board fire system, and an approved roll bar and safety belts. Another fun way to race with the SCCA is to compete in its Improved Touring (IT) classes.



H/Production was a dogfight with Bob Weber's #35 Bugeye taking the checkered followed by Dan Collinshaw's #81 Sprite and Ron Bartell's #1 Midget. Weber would later be disqualified for illegal valves, handing the win to Collinshaw.

If you have a project car that's a little too rough for restoration or missing too many pieces, building a dual-purpose, streetable, vintage race car could be an excellent option. After all, that's the way it was in the sixties—install a roll bar and lap belt, drive to the track, tape up the headlights, and go race. It's a little more complicated (and safer) now, but the bang for your buck can hardly be duplicated anywhere else in racing.

I'm searching the classifieds for a beater Midget or Spitfire. At the prices of used race cars, that may even be a better way to go—instead of adding race gear, you just retrofit some street-legal equipment. Either way, I'll see ya at the track! 🇬🇧

SOURCES

SCCA, P.O. Box 19400, Topeka, KS 66619, (800) 770-2055, (785) 357-7222, www.scca.org

Showcase Photo, (614) 766-2720, www.showcase-photo.com



Phil Chiles wrapped a great career with a third-place H/Production finish, a repeat of last year's podium stint. At 62, Chiles is proof that you're never too old to have fun.



Collinshaw's Sprite was superbly prepared and driven. A competitive car in H/Production costs \$20,000-\$25,000 to build.



Charles Guest knifed his way from 5th to 3rd place in F/P in his MG Midget. Guest and Pinney filled Sargis' mirrors with black Midgets in the closing laps.

In F/Production, Steve Sargis' Triumph Spitfire had the right stuff to grab the SCCA National Championship. He led a couple of tenacious Midgets across the finish line for the win.



Racing British sports cars is not limited to men. Debbie Schreiner drove her MG Midget to a strong 9th place finish in a tough field of F/P racers.



What would you rather drive? Here Mark Pellman's beautiful Bugeye shows some German engineering the fast way around Mid-Ohio.



Kent Prather's stout MGA bested a Nissan 510 and a VW Rabbit for the top spot on the G/Production podium. "We spent a lot of money on the engine this year and it all paid off." It looks like Kent had the MGA pretty well hooked up as well!



Second-place F/P finisher Michael Pinney's MG Midget is almost too nice to race. Perfect black paint and bodywork didn't get scratched, typical of the clean racing in this group.



Another SCCA champion was Craig Chima, who won E/Production with his #9 Elva Courier. Other British competitors in E/P included a Lotus Super 7, a TR6, and a single MGB.

TR2 Golden Anniversary



Ninian Sanderson and co-driver Bobby Dixon lead the 1955 Le Mans in a TR2.

A Star Was Born—And It Promptly Dominated European Motorsports

By Paul Richardson

The first Triumph TR2 was born in January 1953, designed and engineered to thrive in the flourishing American sports-car market. The production run totaled 8,636 cars between summer 1953 and fall 1955. Many of these TR2s were shipped to the U.S., where they promptly made Triumph an exciting presence on the American carscape.

TR2s were the automotive embodiment of the British bulldog: short, squatty, and spirited. This enviable combination of performance and looks—combined with a reasonable price—established the lineage as a favorite among American motoring enthusiasts.

Circuit Success

As the record books prove, the TR2 and its TR3 progeny wasted no time in earning almost every international motorsports class honor throughout

the fifties. My father, Ken Richardson, played an important role in the development and competition history of those amazing little sports cars. As he regularly emphasized, the early TR's success was a true team effort:

“I advised on design aspects and was responsible for the development of the car, but there was a host of engineers involved who did outstanding work. Without them, the project would not have been possible.”

The TR2's first international event occurred only four months after the original prototype was built. A plan was hatched after Sir John Black, head of The Standard Motor Company, read that a Sunbeam Alpine had achieved 120 mph on the Jabbeke



Triumph rally successes included this TR3 at the 1958 Tour de France.

straight in Belgium. Recognizing a potential publicity opportunity, Black immediately instigated a top-speed campaign for the soon-to-be-produced TR2.

On May 20, 1953, TR2 prototype “MVC 575” set a new world record for production two-liter sports cars of 124.095 mph at Jabbeke. The first works events in 1954 were the Mille Miglia, Alpine Rally, and the Tourist Trophy race at Dundrod in Northern Ireland. (The Mille Miglia and Alpine are described in previous issues.)

The TR2's reliability and competitive edge were apparent in those events. A TR2 finished 27th overall in the Mille Miglia (in an original entry list of more than 470 cars—including no less than 22 Ferraris). In their first Alpine rally, three TR2s won the team prize and just about every other class award open to them. In the Tourist Trophy race at Dundrod, six TR2s started (one works car and works support for the five others). All six finished, and the two teams of three won the first and second team prizes.

Probably the most impressive outing for the early TRs was in the 1956 Alpine Rally. As *Autocar* described the event later that year, “Six cars were entered. They took five ‘Coupes des Alps,’ finished in the first five places in their class, and won the manufacturer's team prize. The cars had swept the board of almost every prize open to them.” Unfortunately, the Richardson/Heathcote car had to retire when a rear wheel came off or the TR team might have tallied six Coupes des Alps.

Throughout the fifties, TR class wins, team prizes, and ladies' awards were collected in all the major rallies, including the Monte Carlo, RAC, Tulip, Lyons Charbonniers, Circuit of Ireland, Acropolis, the German Rally, Liege-Rome-Liege, Tour de France, and the Alpine. Part and parcel of the TR success story was their legendary reliability. Toward the end of their competitive career, in July 1959, TR3A “XHP 259” gained eight Class E world endurance records on the Monza banked circuit in Italy—averaging over 100 mph for 96 hours.



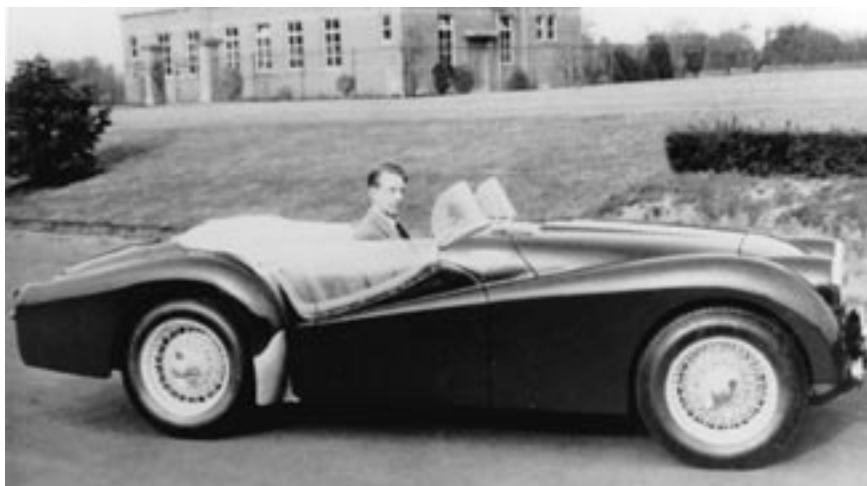
Ken Richardson established a world speed record for two-liter production sports cars of 124.095 mph. To reduce drag, the seat was removed and Ken hunched down on a cushion.



Another view of the TR2's speed record at Jabbeke, Belgium, on May 20, 1953.



This works TR2 is adorned with "silverware" after the 1954 Alpine Rally.



Triumph's first works endeavor was the '54 Mille Miglia in this TR2. Ken Richardson finished 27th overall.



Triumph Managing Director Alick Dick posed for this early TR2 publicity photo.

Team TR2

The Triumph Rally and Le Mans team had its share of characters and comedians. Most notable were probably Les Brooke and Ninian Sanderson. They both drove TRs in the first works entry at Le Mans in 1955. (Three TR2s were entered in this race and finished a very credible 14th, 15th, and 19th overall.)

In a Le Mans anecdote related years later by Les Brooke's co-driver, Mort Goodall, Brooke went off the circuit during the race and planted his TR on top of a sandbank. He removed the transmission tunnel cover, intending to use it as a shovel to dig the car out—only to have a trackside official point to a shovel about 50 yards away. When Les freed the TR from the sandbank, after about an hour and a half of digging, he drove back to the pits with his shirt removed and his suspenders hanging around his waist. Parched with thirst, he jumped onto the pit counter, picked up a less-than-sanitary-looking watering can, put the spout in his mouth, and drank—as his trousers gently fell to the ground.

Ninian Sanderson was the group's king of practical jokers and had a natural wit. That same year at Le Mans, my father, Ken, was driving with Bert Hadley and Ninian with Bobby Dixon. Ken related that just after a pit stop, and in pouring rain, he pulled out a few hundred yards in front of Ninian. On the long Mulsanne straight, Ninian began flashing his lights furiously. Ken eased up a little, thinking something was wrong. Ninian pulled alongside Ken and shouted, "Got any cigarettes on you?" (Ninian won Le Mans the following year in an Ecurie Ecosse D-Type Jaguar.)

Teams often have one member who has a proclivity for eccentricity. In the TR's case, mechanic George Hylands took that honor. Concluding that his fellow mechanics looked a bit seedy, George took charge of team fitness. He ordered everyone out to the parking lot at lunchtime and proceeded with regimens of running in place, push-ups, and knee bends until he thought everyone was fit.

Over the years, everyone who was involved with TR competition in the fifties agrees that they were happy times. These folks are fun, and the friendships I enjoy because of the Triumph TR are part and parcel of the TR heritage. 



The Triumph works team included French rally driver Annie Soisbault.



American film producer Bobby Halmi was a regular TR driver in the Alpine Rally.



Ken Richardson holding the "chaffinch" that made a high-speed entry into the cockpit via the front hood fastenings during the Jabbeke record run. Sir John Black strikes a Hitchcockian pose to the left.



Triumph's 1960 Tulip Rally Team.



Ken Richardson poses with the prototype TR2 in which he later broke the speed record at Jabbeke.



Richardson and Heathcote won their class and the Newcomer's Award at the 1955 Liege-Rome-Liege Rally. They finished fifth overall.

Modern Firepower For Vintage Ignition Systems


By Leonard Emanuelson
Photography By Leonard Emanuelson

The Pertronix Ignitor Electronic Ignition takes just a few minutes but provides lasting results

It seems like the world of electronics is moving forward at the speed of light. Just attend the Consumer Electronics Show in Las Vegas to be amazed at the advance in electronic gadgets from one year to the next. Automotive electronics are moving along at virtually the same pace—on-board engine-management systems literally control every facet of drivetrain operation. While part of the intrigue of owning a vintage car is a return to a simpler time, there's no reason not to make modern upgrades, especially if they enhance the ownership experience and are non-invasive.

A perfect example is converting your car from a points-and-condensor ignition system to a more modern magnetic-impulse electronic system. This eliminates the need to replace and set points and replace condensers on a routine basis. More importantly, an electronic ignition doubles the amount of spark energy at the sparkplug for quicker starts, more power, and fewer emissions. Pertronix offers these electronic conversion kits for many models of vintage British sports cars. We decided to install one in a '75 TR6.



Richard and Craig Tarnutzer volunteered their TR6 for the installation. The TR6 has been a great father-son project. Initially, Richard looked for a TR4, but he eventually settled for a more-affordable TR6. His Triumph is a mechanically solid California car that Richard and son Craig have been cosmetically restoring. Craig, who just turned 16 and has almost no mechanical experience, installed the Petronix Ignitor system in less than 30 minutes. He also added a Pertronix Flame-Thrower 40,000-volt ignition coil to further boost ignition output. Now the Tarnutzer's TR6 starts better, idles smoother, and seems to have more get-up and go! 



1. The first step is to remove the distributor cap and push it out of the way. Do not remove the spark plug wires.



2. Disconnect the points wire from the negative side (-) of the coil.



3. Next, remove the points, condenser and grommet that fits in the housing of the distributor. The points and condenser simply unscrew from the plate.



4. We wiped the distributor plate with a rag, then fastened the Ignitor adapter plate with the single countersunk flathead screw.



5. The Ignitor ignition module slides down over the two studs on the adapter plate and is tightened in place by nuts with integral star washers.



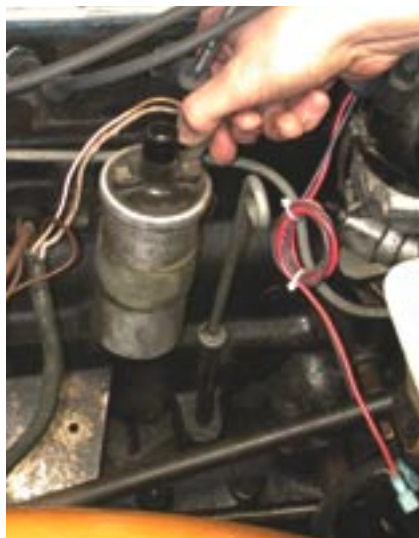
6. Craig then slid the magnetic sleeve over the distributor shaft and points cam. Rotate it back and forth until you feel it line up, then push it all the way down.



7. Push the wire grommet into the slot on the side of the distributor housing and pull the wires through so there isn't a lot of slack inside of the distributor.



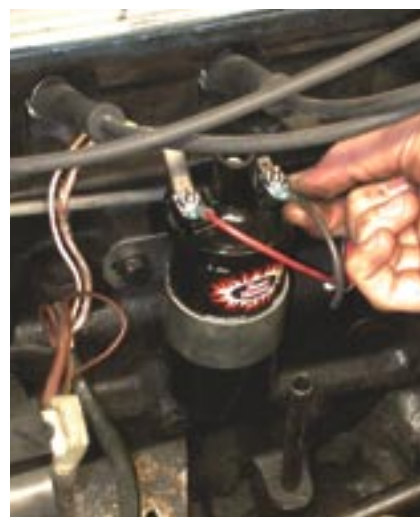
8,9. At this time we deviated from the Ignitor installation instructions to install the Flame-Thrower coil. Craig unbolted the stock coil after removing the wire harness from the positive side of the coil.



10. The beauty of the high-output Flame-Thrower coil is that it exactly resembles a stock OE coil and fits directly in the original bracket. For a stealth look, just remove the Pertronix decal.



11. With the coil bolted back in place, we found that the Ignitor wire leads needed larger connectors for the spade-type connections on the coil. We snipped off the old ones and crimped the appropriate connectors onto the Ignitor wires. At this time, you could also trim them to the proper length.



12. The last step is to attach the Ignitor leads and OE harness connections to the coil. Pertronix recommends that you recheck the ignition timing, which we did. It hadn't changed from the factory settings.

Spotlight On British Cars

Why we love 'em, play with 'em, and even occasionally drive 'em

By Rick Feibusch

I have been a confirmed British car enthusiast from early childhood. It's my Mom's fault. I was one of those Dr. Spock baby-boomer babies (as opposed to a Mr. Spock, logical, Live-Long-And-Prosper baby) who could do no wrong and was actively encouraged at any and all interests, in order to enhance creativity. It might have worked! At three years of age I could name all of the cars on the streets of San Francisco.

Pioneer British car importer Kjell Qvale had opened his British Motor Car Distributors Ltd. dealership on California Street just after WWII and proceeded to fill San Francisco with hundreds of Austins, MGs, Hillmans, Rileys, and Jaguars. Qvale also brought in a number of British-built motorcycles and a few of just about every British marque (correctly pronounced "mark" as opposed to "marquis," like in de Sade) available at the time.

Then there was the Dinky Toys display at King Norman's Kingdom of Toys on Clement Street. Most toy stores had this cool wooden display with the whole Dinky line arranged on miniature steps. I would go over the complete line with Mom as she would read the names of the various cars, many of which we never saw in the States. Morris Oxfords, Standard Vanguards, Rover 60s and Riley RM Series saloons, along with the more recognizable MGs, Jags, and early Sunbeam Talbot/Alpines. I collected a few but learned them all.



This classy-looking 1949 Riley RM Series Drophead Coupe is owned by Al Edridge in Palos Verdes, CA.

This was just after WWII. There were no automotive imports from Japan, and the Germans were not yet importing VWs in large quantities. Mercedes were still generally viewed as Nazi staff cars, and the French and the Italians were about as active in the market as they are today. The British were pretty much the only game in town, and they provided a civilized yet classic and sporting look and feel that could not really be duplicated by American culture. (Our first true "sports cars" were the Thunderbird and the Corvette.)

American cars were generally new "streamlined" bodywork covering lots of prewar technology. It wasn't about style because there were some really beautiful American cars, and it wasn't about performance because many American cars could fly! A basic Ford coupe with a flathead V-8 would blow away most imports, and any Olds Rocket 88 could suck the headlamps out of the fastest of Fords!

On the other hand, British cars were built for an alternative universe where the roads were narrow and

twisty and petrol was expensive. A place kind of like "The Misty Isles," where the Sunday funny pages' Prince Valiant lived, only with cars.

These cars were made from wood, leather, steel, and aluminum and put together by skilled craftsmen with years of training and experience. The styling was "prewar-retro" because that was what the English people liked at the time. The most plebeian of British family sedans (saloons—just like the place you get drunk in old westerns) featured lines and details that were more in the spirit of prewar American luxury cars.

I was smitten! These were the cars for me! My first model car was a Revell "Highway Pioneers" MGTD. Mom "helped" me build it. She painted the seats with red nail polish and the plastic crinkled up like leather from the lacquer base. Cool! My Dad took me to the road races in Golden Gate Park where the Cad Allards roared, the MGs buzzed, and the Jags, well, sounded cooler than anything I had heard before (or since, for that matter!).

Enthusiast Anecdotes

I once queried enthusiasts about why they chose British cars. Here are some of the responses:

"I'm second-generation American with many relatives in the 'old country'—Scotland. Perhaps it's in my blood (along with tossing the occasional telephone pole and eating dried blood), but more likely it is because of my visits to see relatives during the late sixties. They all drove these really neat cars. My auntie drove a Mini, and I had an uncle who drove a Rover that looked like a Bentley. The cops drove Jags and the taxis were virtual limousines!

"The Brits had this thing with their cars, different than American Chrome, but very alluring nonetheless. Also, the money looked strange (3p was a six-sided coin, a penny was huge) and all the people talked funny: 'Aye laddie, ya cannie do what ya cannie do—do ya ken me lad?' (Translation: 'Where's the bathroom?' Okay, just kidding). My grandparents had Scottish accents but nothing like this! All in all, I guess I became enamored with my roots—and part of that is the cars they drove." —Doug Russell

"When I was stationed in France after the Korean conflict (were you any less dead if killed in a police action?), there were a lot of British cars around. I wanted a Renault but instead bought a lower-priced

Austin Somerset. When I got home, I bought a Renault Dauphine, which (one particular Ford aside) was the worst car I have ever owned. I must admit that I was jealous of one of the civilian American workers at our base who had not one but two Jaguar Mark Vs. I thought they looked nice.

"Eventually I scraped up enough money to buy a new car (one of only two new ones I have ever bought in 40 years), and the only sports car I could afford was a Bugeye Sprite. I loved my Bugeye but always wanted an MG. Once started, I never even considered anything else, not Italian, French, or whatever. I was a BMC man from then on." —Jack Feldman

"Actually, my interest in British cars is quite accidental. My first after-school job was working for an MG and Jaguar (Simca, too!) dealership. Purchasing a Riley while still in high school was strictly a matter of the fact that it was on a lot for \$400 and that's how much money I had at the time. Twenty-plus years later, I still have the Riley. How many people do you know who still own the first car they ever bought?" —Joe Pfister

"My first recollection is a toy car in the mid-fifties—a red plastic MGA with the driver molded into cockpit. Wore the wheels off that little sucker. (Wish I had that toy today!)

"Fastforward to the mid-sixties: All things British, early teens, Beatles,

Carnaby Street, Stones...seemed everyone was in a band. The ultra-cool local band's drummer drove a BRG '67 MGB GT. My first ride. Addiction can be traced to this point. In 1969, same cool drummer friend (I was a singer in a rock & roll band... perhaps 'alleged' singer would be better description, but I digress) gets a Mini Cooper S. Now I'm REALLY hooked.

"Finally, the opportunity arrives for my first car. Almost ended up with 1968 Austin 'Landcrab.' Dad vetoed that, and I got a '63 Dodge while my closest buddy gets to drive a brand-new 1970 Blue Royal B (sigh). When I got to a point to buy my first new car, it was a 1971 Austin Mini. Blaze with w-i-d-e dark blue stripe nose to tail, Peco exhaust and Cosmic mag wheels. Loved it.

"My MGB lust was finally realized when Mini gets traded for red 1971 B roadster. It's a disaster that I traded it for a 1973 Vega. (Yikes!) Common sense returned several months later with the purchase of a white 1970 BGT in fall of '74. I still have that beauty today. I also restored a Tartan Red '69 B roadster in the late 1980s—still have that one too. Others owned over the years: a '72 and '77 Mini, a '77 B roadster, a '72 BGT, and three 1958 Magnettes. GAWD! I LOVE THESE CARS!" —Terry "Got Octagon Blood Cells" Williams



Dinky Toys, like this 1950 Morris Oxford, got many American boys hooked on British cars.



The writer waited almost 38 years to finally own this 1950 MGTD. (He's since sold it.)



Only the British could make a dashboard like the one on this Morgan roadster.

So there you have it. We all are nuts for various reasons—and that is the reason that British car meets and club activities are so much fun.

Many old-car enthusiasts are not “joiners,” especially those of us who already march to the beat of a different drummer. Still, I encourage


you to get out there and meet your British car-owning neighbors, take your car to the local “show & shine,” and drive your car on a rally or two.

Get out and let the world—especially the kids—see, feel, smell, and hear your British car. Remember your “first time” and try to promote



Let your British classic be seen! This Triumph Spitfire attracted lots of attention with its Corvette engine!

these cars to the public. That’s where new enthusiasts come from.

At this point, restored and well-maintained cars should last forever. They are a labor of love. Let’s make sure that there will be someone here to love them after we’re gone. 

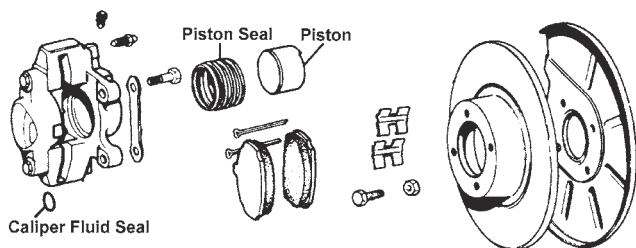


This prewar Wolseley typifies British style. Lord Nuffield, principal of Nuffield Motors (later BMC), kept a car like this well after the war. He felt that many postwar designs looked like “poached eggs.”

MG Caliper Rebuilding

Q The Lucas Service Bulletin calls for replacing the bolts when “halving” calipers in order to replace the O-ring. The bolts, however, have never been available. Rebuilding calipers without replacing the inner O-ring doesn’t seem safe. Am I stuck replacing my calipers just because they need O-rings?

—Ben Severson



A The workshop manual describes how to replace the dust seal and fluid seal without splitting the caliper. This is the approved method because the caliper half-bolts are designed to be only used once (no torque specifications are available). If the calipers appear to be in otherwise good condition and the O-rings are suspect, some owners have reportedly successfully done the “halving” job by keeping the caliper mating surface clean and using Loctite on the threads when reinstalling the bolts. However, this procedure isn’t recommended by the factory, the caliper’s manufacturer, or Moss Motors.

MGB OD Swap

Q What’s involved in doing an overdrive swap in a ’70 B? I’m swapping the engine out at the same time. Is the car already wired for the overdrive? Also, can I reuse my existing clutch?

—Dave Reparian



A I’m assuming your car was not originally fitted with an OD transmission. Luckily, retrofitting one is very straightforward. From 1968-76 the wiper switch also operated the OD. The switch pushes forward and back to connect power from the white ignition fed wire to the yellow OD feed wire. The yellow feed wire appears in the bundle of wires that connect to the rear harness on the right-hand side of the

engine firewall where the fender meets the firewall. You will need to either purchase an OD transmission sub-harness or fabricate one. The wiring is very simple with a yellow wire going to the Third/Fourth gear isolation switch on the shifter extension, then to the OD solenoid.

You can reuse your existing clutch if it is in good condition. However, I suggest at the very least replacing the disc and throwout bearing—these are reasonably priced and tend to wear the most.

Also plan on installing new transmission mounts because they often tend to be in poor condition. Remember to clean out the threads on the transmission (5/16 coarse) while the unit is out. Nothing is worse than installing the engine and transmission only to find that the mount-location threads are damaged.

Luckily, from 1968-80 the driveshaft can be re-used with the Overdrive, making the conversion that much simpler.

Weber Vs. SU

Q I bought an MGB that has a Weber downdraft carb on it. Would it be better to switch back to SUs?

—Andrew Johnson



A This is a controversial and popular topic. My views are based on listening to and working with both sides of the discussion. The Weber downdraft carburetor conversion is a simple and complete way to replace the defective or worn original fuel system. It works pretty well and is easy for inexperienced mechanics to tune. Twin SU carburetors are more in keeping with the heritage of MG and the enjoyment of a British sports car. The constant-depression design of the SU carbs also better matches the requirements of the MG dual-intake port head, giving better efficiency and power. My suggestion is that you enjoy your MG and drive it as much as possible. When you are ready for an interesting project, converting to twin SU carbs will give you more of the sports car experience.

Crack-Addicted MGB?

Q I have a little crack that's adjacent to the door-mounted mirror and the quarter-vent window. It keeps growing. Is this a common problem? I've heard that pulling the door shut by the quarter-vent is responsible or is this just a genetic MGB weakness?

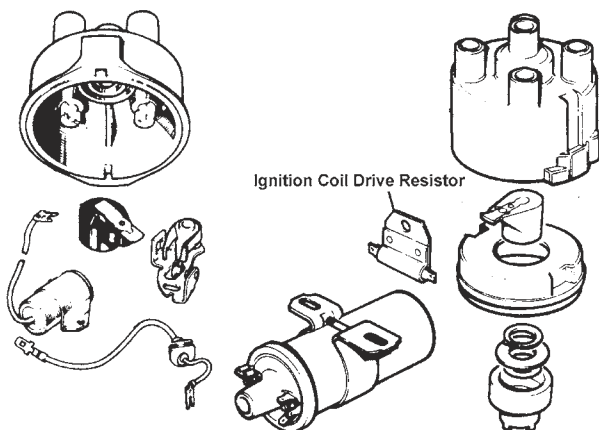
—Aaron Templeton

A If you take a close look at where the crack starts, you'll see that the door skin was folded over to give a fixing lip for the rubber glass seal. This folding process left a sharp corner with no reinforcing. Any stress on the quarter-vent causes this area to move and finally crack at the weak point. Incorrect alignment of the vent window to windshield, pulling on the vent window, or sitting on the door top all will increase the stress at this point and contribute to the crack worsening. So you are correct, the problem is a weakness found on all MGB roadsters.

6V or 12V Coils?

Q My '77 Spitfire has a Crane XR-700 ignition system with a 12V coil. It runs beautifully but takes a while to start. According to the manual, I should be running a 6V coil and ballast resistor with the stock electronic ignition system. Crane's instructions say that system is compatible with the stock coil, so does it matter whether I go with a stock 6V or a hotter 12V?

—Jim Jenkins



A Your car was originally fitted with a 6V coil that was fed through a ballast resistor or resistance wire during regular running. During starting, the resistor is bypassed to achieve a hotter spark and fast start. Installing a 12V coil on

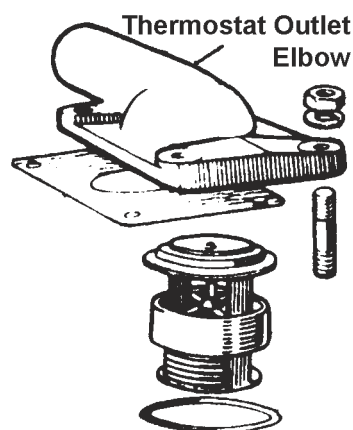
this car without bypassing the resistance circuit dramatically reduces the output of the coil. For best performance, either keep the original 6V coil or use a high-performance coil designed for use on a ballasted system.

If you choose to install a high-performance coil, check the workshop electrical diagrams to determine if your car has a resistance wire or ballast resistor. If the high-performance coil includes a ballast resistor, this is used in place of the factory resistance to achieve correct output.


Thermostat Housing Corrosion

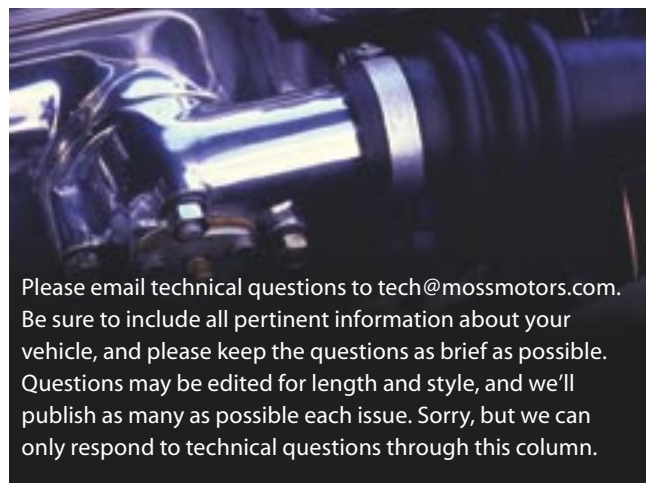
Q I'm having problems with corrosion on the aluminum thermostat housing where it contacts the radiator hose. I've noticed this problem on other cars but particularly on my Austin-Healey BT7. The housing only lasts about a year.

—James Robinson



A Electrolysis is likely attacking the aluminum housing. If you're using water only in your cooling system, consider going to the recommended dilution of anti-freeze, which contains corrosion inhibitors. Also, use distilled water instead of tap water to limit the amount of minerals in the cooling system.

Next time you buy a replacement housing, protect the aluminum by either having it powder-coated inside and out or sprayed with a thermal-barrier coating such as those popularly applied to exhaust manifolds and headers. 



Please email technical questions to tech@mossmotors.com. Be sure to include all pertinent information about your vehicle, and please keep the questions as brief as possible. Questions may be edited for length and style, and we'll publish as many as possible each issue. Sorry, but we can only respond to technical questions through this column.

CarMart

AUSTIN-HEALEY



1955 Austin-Healey 100-4 BN-1: Body-off restoration, std. bore & bearings, stainless spokes, new top & tonneau, correct carpets & Armacord, tools & bag. \$32,500, garbarinorob@aol.com, (510) 787-2106, CA.



1963 Austin-Healey 3000 MK II BJ7: Roll-up windows, 60-spoke wheels, black interior, white top, 86,000 miles. I've given her 28 years of TLC, now she needs a new home. Extras, \$23,900. Call (802) 878-3454 before February 20 or after April 3, VT.

JAGUAR



1969 Jaguar E-Type FHC: Cream/Black, 62K miles, 4-speed, bare metal repaint this year. Very nice original with excellent chrome and mechanicals. Dependable. Chrome wire wheels with redlines, sheepskins, custom cover incl. \$22,000, llwyse@aol.com, (740) 245-9616, OH.

MG

1948 MG TC: Ivory with green interior, 86K original miles, 5,000 on rebuilt engine. Asking \$16,000, (714) 540-6876, Bruce Ballinger, CA



1951 MG TD: 66,000 original miles. New top, tonneau, radiator, wiring, tires, upholstery. \$18,000, (252) 946-8222, H.W. Rohlf, NC.



1954 MG-TF: Black with red leather, RH drive, original UK registration document. Only 6,700 miles since restoration in UK in 1984. Meticulously maintained by fussy engineer. New 60-spoke wheels. Runs and drives beautifully. \$17,500(US). Call John, (250) 707-1036, jvrempe@telus.net, BC, Canada.



1954 MG TF: 38,000 total miles since purchased new in London, 3,800 since meticulous restoration. Always garaged. Beautiful classic in excellent condition. Best offer over \$25,000, (262) 695-9280, WI.



1958 MG ZB Magnette Varitone: Featured in *North American Classic MG* (Winter 2002). Always a winner. Right-hand drive. Ready for fun or show. Extras. \$11,000, magnettezbv58@yahoo.com, (412) 521-2932, PA.

1966 MGB: Excellent condition, rebuilt while limited driving. Engine rebuilt in '98, head ported & relieved, electronic ignition '99, clutch plate & bearing '01, homemade windscreen '02, much more. \$9,995, camdans@cox.net, (805) 966-7108, CA.

1961 MGA 1500 Roadster: All original body, stored 14 yrs. Runs well, 56K original, hydraulics removed, some parts, original shop manual. Cream/black. Very solid, excellent condition for restoration it deserves. \$5,500 OBO, (715) 384-2616, WI.



1967 MGB GT: One owner since new. California car always. Chromed bumpers, wire wheels, Sandy Beige. No rust, excellent engine. Good condition. \$3,800, (707) 538-9679, CA.



1974 MGB: 85K miles, tan interior, hardtop, new luggage rack, convertible top and tonneau, oil cooler, new fuel tank, radiator, tires, etc., alloy wheels, Pioneer AM/FM/cassette. Must sell \$8,500, (516) 623-3955 (evenings), NY.



1974 MGB-GT: Nice driver, leather interior, new carpets, Moto Lita wood, Ignitor ignition, Weber carburetor, new rotors (drilled), drums, much more new. \$12,000 spent, sell for \$7,750, mgcmd104@aol.com, (724) 238-0348, PA.



1980 MGB: Carmine Red, new hard & soft tops & tonneau cover, excellent in all respects, no rust. Mahogany wheel, P185 tires/alloy wheels, Weber, K&N filter, stainless exhaust, solid-state fuel pump, Monroe shock kit (adjustable), new dash, Crane coil, racing harnesses, 86K, always garaged. \$7,500, jbgbutter@cox.net, (757) 686-3705, VA.



1979 MGB: BRG 54,500 orig. miles, detachable hard top, garaged, recreationally driven. Licensed and operational in CA, excellent condition. Asking \$4,500, tigercornell@cs.com, (661) 947-8509, CA.

TRIUMPH

1963 TR4: Good condition. Front end damage. Needs left front fender and grille. Very restorable or repair and drive. \$3,500 OBO, (530) 644-5869, CA.


1972 Spitfire Roadster: Presentable looking, fun driver, headers, polished valve covers, original brass key, \$2500 (maybe less—best collectible buy this issue?), (206) 725-2343, WA.



1969 TR6 Overdrive: Very good condition. New soft top, hard top, partially restored, many new parts. Runs. \$8,500 OBO, (530) 644-5869, CA.

JENSEN-HEALEY



1974 Jensen-Healey Roadster: A/C, clean interior, good car. 55,000 miles. Garage clearance sale, priced to sell at \$5,195, samsea3@aol.com, (334) 409-0126, AL. 

We request a \$10 service fee for each vehicle advertised. For an additional \$25 we will feature a color photograph of your car. British cars only: no parts, exporters, or dealers please. Text is to be 30 words or less; please include an asking price. If using a credit card for payment, be sure to include card number and expiration date. Closing date for the next issue is April 18, 2003. Please send your ad, photo, and remittance to: *British Motoring Sports Car Mart*, 440 Rutherford St., Goleta, CA 93117. We can't accept ads via e-mail. Please label photographs with name, address, and telephone number. Sorry, photographs can't be returned.

2003 Event Calendar

FEBRUARY

February 16: British Classic, Lake Worth, FL, Phil Bacon, (561) 498-4656

February 20-23: 29th Annual Atlantic City Classic Car Event and Auction, Atlantic City, NJ, (800) 968-4444, www.kruseinternational.com

February 21-23: 19th Annual Oklahoma City Collector Car Auction, Oklahoma City, OK, (800) 968-4444, www.kruseinternational.com

February 23: British Car Swap Meet & Autojumble, Wheaton, IL, Jim Evans, (630) 858-8192, www.britishcarswap.info

MARCH

March 7-9: 8th Annual Spring Thing Mini Meet, St. Petersburg, FL, (585) 872-6560, www.minicityltd.com/events

March 8: Vintage Motor Cars Auction, Amelia Island, FL, (866) 762-8284, www.rmauctions.com

March 8: British Car Show, Panama City, FL, John Staub, (850) 874-9392, staubj@staubbassociates.com, <http://baybritishcars.com>

March 8-9: 30th Annual Collector Car Auction, Hot Springs, AR, (800) 968-4444, www.kruseinternational.com

March 9-14: Forza Amelia Vintage Car Rallye, Amelia Island, FL, (800) 645-6069, www.vintagerallies.com

March 11: All British Car Cruise, Dunedin, FL, (727) 797-2383, bsweeting@aol.com

March 12-15: 51st Mobil 1 12 Hours of Sebring, Sebring International Raceway, Sebring, FL, (863) 655-1442, www.sebringraceway.com

March 15: CVBCC Car Show, Williamsburg, VA, Alan Scott, (757) 565-0848, akscott@attglobal.net

March 15-16: 7th Semi-Annual San Antonio/Austin Classic Car Auction, New Braunfels, TX, (800) 968-4444, www.kruseinternational.com

March 16: Spring Fling IX, Lake Helen, FL, Bob Storke, (386) 917-0235, rstorke@cfl.rr.com, www.volusiabritishcars.com

March 22-23: 8th Annual MG Car Club of St. Louis Pre-'81 British Car Endurance Rally & Show, St Louis, MO, Robert Rushing (314) 995-8664, mgslime@swbell.net, www.stlouismgclub.com

March 30-April 2: 13th Annual Bell Lexus Copperstate 1000 Vintage Car Road Rallye, Phoenix, AZ, (602) 307-2007

APRIL

April 3-6: Spring Fling, Roebling Road Raceway, Savannah, GA, (888) 398-RACE, www.roeblingroad.com

April 4-6: 2nd Annual Shreveport and Bossier City Collector Car Auction and Show, Shreveport, LA, (800) 968-4444, www.kruseinternational.com

April 4-6: Toronto Spring Classic Car Auction, Toronto, ON, (866) 762-8284, www.rmauctions.com

April 5: 19th Annual Central Florida All British Car & Cycle Show, Winter Park, FL, (407) 647-1188, mog@sundial.net

April 8: All British Car Cruise, Dunedin, FL, (727) 797-2383, bsweeting@aol.com

April 11-13: Brits on the Bridge, Lake Havasu City, AZ, Karen Timian, (480) 899-3272

April 11-13: Barrett-Jackson Classic Car Auction, West Palm Beach, FL, (480) 421-6694, www.barrett-jackson.com

April 11-13: GoF Mk XXXVII South MG event, Palm Coast, FL, Tony Roth, (407) 671-6888, tandxroth@att.net

April 25-27: Michigan Spring Classic Car Auction, Novi, MI, (866) 762-8284, www.rmauctions.com

April 26-27: Rocky Mountain Vintage Racing, Second Creek Raceway, Denver, CO, (970) 586-6366, www.rmvr.com

April 26-27: British Euro Auto Tour, Phoenix, AZ, Mike or Janice Goodwin, (480) 759-9386, koolkatak@qwest.net, www.beataz.com

MAY

May 1-3: British V8 Convention, Townsend, TN, Dan Masters, danmas@aol.com, <http://britishv8.org/>

May 2-4: 12th Annual Auburn MotorFair collector-car auction and swap meet, Auburn, IN, (800) 968-4444, www.kruseinternational.com

May 3-4: VARA/Moss Motors British Extravaganza, Buttonwillow, CA, Kelvin Dodd, (800) 235-6954, doddk@mossmotors.com

May 3-4: Britfest 2003, Succasunna, NJ, Charles Tregidgo, (201) 796-8648, ctregidgo@att.net

May 4: British Classic Car Meet, Richmond, VA, Ken Nachman, kmntr6@aol.com, www.richmondtriumphregister.com

May 3-10: The Tire Rack Cannonball One Lap Of America, (724) 535-1000, www.onelapofamerica.com

May 10: MGs at Jack London Square, Oakland, CA, Mike Jacobsen, (415) 333-9699, MikesMuseum@yahoo.com, www.mgoc.org

May 16-18: Johnson Controls Vintage GT Challenge, Road America Elkhart Lake, WI, (800) 365-RACE, www.roadamerica.com

May 17-18: Donnybrooke Vintage Revival, Colonel's Brainerd International Raceway, Brainerd, MN, (810) 249-5530, www.brainerdraceway.com

May 18-23: New England 1000 Vintage Car Rallye, (800) 645-6069, www.vintagerallies.com

May 24: Classic Car Auction, Redmond, OR, (800) 255-4485, www.silverauctions.com

May 24-June 1: British Car Week, Scott Helms, BritCarWeek@arczip.com, <http://users.arczip.com/zntech/britishcarweek.html>

May 30-June 1: 2nd Annual eBay Motors Motors and Music Collector Car Show, Auction, and Music Festival, Las Vegas, NV, www.ebaymotors.com, (800) 968-4444, www.kruseinternational.com

JUNE

June 1: British Car Show, Perrysburg, OH, Tony Shoviak, lakeeriebritishnews@att.net, <http://lakeeriebritishnews.home.att.net>

June 1: British by the Sea, Waterford, CT, Steve Wincze, (860) 693-4249, mgtd52@attbi.com

June 1: Sports Car & Vintage Auto Festival, Farmington, NY, Jim Hogan, (585) 234-0482, www.mgcarclub.com

June 4-8: GoF Mk-74 MGT event, Stowe, VT, Charlie Searles, (585) 586-2806, csearles@rochester.rr.com, www.nemgt.org

June 6-8: 31st Annual Leake Collector Car Auction, Tulsa, OK, (800) 968-4444, www.kruseinternational.com

June 7-8: Rocky Mountain Vintage Racing, Pikes Peak International Raceway, Colorado Springs, CO, (970) 586-6366, www.rmvr.com

June 8: British Motorcar Gathering, Hellertown, PA, Kim de Bourbon, (610) 865-3419, mjones@buckeye.com

June 13-15: Blackhawk Vintage Classic, Blackhawk Farms Raceway, Rockton, IL, (815) 389-2000, www.blackhawkfarms.com

June 14: A Touch of England, Ho-Ho-Kus, NJ, Atwell Haines, (201) 825-9754, billsbluetr6@aol.com, www.njtriumphs.org

June 19-21: TRA 2003 National TR event, Auburn, IN, Lou Metelko, (260) 925-6740, lmtr4a@ctlnet.com, www.triumphregister.com

June 19-22: MG 2003 MGB event, St. Louis, MO, Robert Rushing, (314) 995-8664, mgslime@swbell.net, www.MG2003.com

June 19-22: Sprint Vintage Grand Prix, Mid Ohio Sports Car Course, Lexington, OH, (419) 884-4000, www.midohio.com

June 21-22: Petersen Automotive Museum Classic and Collector Car Auction, Los Angeles, CA, (480) 421-6694, www.barrett-jackson.com

June 21-22: Rocky Mountain Vintage Racing, Pueblo Motorsports Park, Pueblo, CO, (970) 586-6366, www.rmvr.com

June 26-30: Conclave 2003 Austin-Healey event, Washington, DC, Allen Feldman, (301) 251-1158, mapper500@starpower.net, www.CapitalHealeys.org

JULY

July 5-6: Collector Car Auction, Teton Village, WY, (800) 255-4485, www.silverauctions.com

July 14-18: GT28 MGA event, Welches, OR, Dennis Torgeson, (360) 892-0890, dtptorg@pacifier.com, www.columbiagorgemgaclub.com

July 17-20: Brian Redman International Challenge vintage race, Road America, Elkhart Lake, WI, (800) 365-RACE, www.roadamerica.com

July 19-20: Rocky Mountain Vintage Racing, Second Creek Raceway, Denver, CO, (970) 586-6366, www.rmvr.com

July 21-25: GoF West MG event, Long Beach, CA, www.gofwest.com

AUGUST

August 2: Vintage Motor Car Auction, Auburn Hills, MI, (866) 762-8284, www.rmauctions.com

August 2: British Car Day, Dayton, OH, Skip Peterson, MGBSkip@aol.com

August 7-10: Collector Car Auction, Reno, NV, (800) 255-4485, www.silverauctions.com

August 8-10: Woodward Classic Car Auction, Novi, MI, (866) 762-8284, www.rmauctions.com

August 15-16: Monterey Sports Car Auction, Monterey, CA, (866) 762-8284, www.rmauctions.com

August 15-17: Vintage Grand Prix Au Grattan & Birthday Party XVII, Grattan Raceway Park, Belding, MI, 616-691-7221, www.grattanraceway.com

August 24: A Taste of Britain, Lancaster, PA, Sally Harbold, (717) 292-0579

August 28-September 1: 33rd Annual "World's Largest Collector Car Auction and Show," Auburn, IN, (800) 968-4444, www.kruseinternational.com

August 30-31: Collector Car Auction, Sun Valley, ID, (800) 255-4485, www.silverauctions.com

SEPTEMBER

September 4-7: U.S. Zippo Vintage Grand Prix, Watkins Glen International Speedway, Watkins Glen, NY, (607) 535-2481, www.theglen.com

September 13: Fallfest, Dover, NJ, Lawrence Gersten, (908) 879-3993, austhealey@aol.com

September 19-21: Elkhart Lake Vintage Festival at Road America, Elkhart Lake, WI, (800) 365-RACE, www.roadamerica.com

September 20: New York Auto Salon Classic Car Auction, New York, NY, (866) 762-8284, www.rmauctions.com

September 21-22: Rocky Mountain Vintage Racing Enduro, Pueblo Motorsports Park, Pueblo, CO, (970) 586-6366, www.rmvr.com

September 25-28: Summit Point-Shenandoah Circuit, Summit Point Raceway, Summit Point, WV, (304) 725-8444, www.summitpoint-raceway.com

September 26-28: Rio Grande Valley Regional Rendezvous, Las Vegas, NM, Kevin Kittle, (505) 345-4207, www.baoa.org

September 27-28: 58th Semi-annual San Antonio/Austin Classic Car Auction, New Braunfels, TX, (800) 968-4444, www.kuseinternational.com

September 28-October 3: Forza Mille V-12 Vintage Car Rallye, Maine-Canada, (800) 645-6069, www.vintagerallies.com

OCTOBER

October 9-12: Formula Car Festival Season Finale/Annual Banquet, Virginia International Raceway, Alton, VA, (434) 822-7700, www.virclub.com

October 24-26: Toronto Fall Classic Car Auction, Toronto, ON, (866) 762-8284, www.rmauctions.com

NOVEMBER

November 2-7: Texas 1000 Vintage Car Rallye, (800) 645-6069, www.vintagerallies.com

November 21-23: 31st "The Largest Collector Car Auction," Dallas, TX, www.ebaymotors.com, (800) 968-4444, www.kruseinternational.com

November 23: Collector Car Auction, Tacoma, WA, (800) 255-4485, www.silverauctions.com

November TBD: Michigan Fall Classic Car Auction, Novi, MI, (866) 762-8284, www.rmauctions.com

DECEMBER

December 7: Classic Car Auction, Spokane, WA, (800) 255-4485, www.silverauctions.com

Event Submissions

Please send us your event announcements. Include event name, dates, location, sponsoring club, contact person, and all applicable contact information (telephone numbers, email address, web-page URL). We also welcome photos of your previous events. Please email the highest-possible-resolution digital images or send color prints or slides to:

Kelvin Dodd
British Motoring Events
P.O. Box 847
Goleta, CA 93117
doddk@mossmotors.com

Deadlines

Summer 2003 issue:
April 18, 2003
Fall 2003 issue:
June 6, 2003
Winter 2003 issue:
September 26, 2003

2002 Auction Overview

A Banner Year On The Block For British Cars

By Phil Skinner

Photography By Phil Skinner

In the collector-car world, less than 20% of all transactions take place in the view of the public on the auction block. However, for those who follow the market and have an interest in these vehicles of particular interest, the open forum of an auction is the easiest to monitor and an excellent indicator of where interest in these special vehicles is truly aimed.

Competition among auction houses has become keen. Industry leaders work hard to bring just the right cars to their bidders and just the right bidders to their consignors. Those who perform this balancing act best are able to reap substantial gain for their own pockets as well as for those who part with their treasures of rolling history.

In 2002, British collectibles remained strong: Interest in early and simpler motorcars expanded, and more American sports car enthusiasts learned the lore and historical significance of the English sporting cars. Here's an overview of important sales from the past few months.

RM Auction's Monterey Sports Car Sale

Billed as the largest sports car sale of its kind in the world, this two-night extravaganza is considered the granddaddy because it takes place each August on the Monterey peninsula, sandwiched between the Historic Races at Laguna Seca and the Pebble Beach Concours.

Featured this year were some of the choicest examples of British sports car technology. Without a doubt, the star of this show was an original 1956 Jaguar D-Type (with an ID of



Top restoration skills, materials, and quality all combine to bring the most out of a collector car, exemplified by the \$63,500 bid received for this restored-to-perfection 1966 Series I E-Type coupe at the RM Monterey Auction.



At the top of many Jaguar collector's list, this authentic D-type Jaguar fetched \$924,000 with the buyer's premium added at the RM Monterey Sale.



Location is very important, as is condition. When the two combine, magic is sometimes made, such as the successful \$20,500 bid seen for this 1957 MGA roadster at the RM Monterey Auction.

XKD528). Unrestored but clean and well kept, this car set bidders on the edge of their seats as it opened at a cool half-million—then advanced in \$50,000 increments to the \$800,000 mark. The hammer came down on the bid of \$840,000 (on top of which a 10% buyer's premium was added).



Unusual models included this 1963 Triumph TR-4 "Surrey" Cabriolet. Restored to near perfection, it sold with a bid of \$24,000 at the RM Monterey Sale.



Even well-executed replicas of famous race cars can bring good payment, like this Proteus XK-SS replica based on a 1964 E-type chassis. It sold for a bid of \$30,000 at the RM Monterey Auction.

While replicars are generally shunned at major sales, a handful of Jaguar knock-offs were worthy of mention. A Proteus XK-SS replica, based on a 1964 E-type chassis and looking like an authentic road-racing vehicle with the heart of a Jaguar, seemed like a bargain for a selling

bid of \$30,000—even if it qualifies for very few vintage racing events. Also finding favor here were several 3000-series Austin-Healeys, bringing top-dollar on or off the auction block. Even the little Bugeye Sprites performed well for the examples presented.

Bonhams at Quail Lodge

This year's one-night presentation of vintage British tin was a little light. The possible exception was an outstanding Jaguar XK-140-MC roadster that was sold for a bid of \$79,000. (The buyer's commission put the actual sale price at \$89,400.) This is one auction house to keep an eye on: Bargains for both the bidder and consignor may be possible as Bonhams tries to enter a little deeper into American collector car auctions.



At the Bonhams Quail Lodge sale, this 1954 Jaguar XK-140-MC seemed to have good money on it when it sold for a bid of \$79,000.



Who can resist the lure of open-air motoring that an early MG offers? However, originality is often considered, which explains why this pre-war PA roadster offered at Bonhams Quail Lodge was bid to just \$14,000, due partly to the incorrect steering wheel and gauges used in the restoration.

Christie's Exceptional Motorcars at Pebble Beach

Christie's offerings at Pebble have always been outstanding. Interesting collections, rare and historical



While the drop-head coupe isn't quite as sporty as the roadsters, it does command attention on the auction block. This 1953 XK-120 sold with a bid of \$50,000 at Christie's Pebble Beach auction.



Setting a world auction record for a Jaguar XK-140-MC, this jewel fetched an amazing \$140,000 at Christie's Pebble Beach sale.

vehicles, highly sought-after motoring, and top-dollar cars have become a hallmark for this sale.

Perfection is a Christie's hallmark, both in the way this house conducts business and the quality of cars it presents. While opulent Rolls-Royces and speedy Bentleys are sometime the star attractions, this year a Jaguar XK-140-MC in absolute perfect condition topped the scale when the bidding closed at \$140,000. With the very strong commission, the sale was recorded at \$160,375! This was the night after Bonhams sold a nearly identical specimen for about \$70,000 less.

Proven track records do bring in the customer on both sides of the bid. Other top-sellers from this sale included a Jaguar 150-S roadster selling with a bid of \$82,000, and a late-model Austin-Healey 3000 BJ-8 convertible fetching a very strong \$53,000 bid.

Kruse International's Fall Auburn Sale

Switching to the middle of the country, this sale is the oldest continuous collector-car auction in the world. It's also the largest in sheer

size and importance. Over 1,500 cars regularly are offered over five days of auction action, using two side-by-side rings. With a carnival and circus atmosphere all its own, the Fall Auburn sale is a not-to-be-missed event by auction aficionados.

While the Midwest might not be thought of as a hot-bed of British motorcars, this sale does attract sellers from all over the country and the world. Starting off were a good number of Austin-Healeys, including Sprites, a 100/6, and both BT-7 and BJ8 varieties of the 3000-series roadsters. While nearly every seller felt their car was a Number 1 condition vehicle, reality set in on the block when many of these cars attracted non-record bids that were fair enough to allow the individual buyer and restorer to purchase and enjoy these cars.

Several early XKs were offered, the most interesting being a 140 roadster that had been put away in the late 1950s, only to be discovered 45 years later and brought to auction still wearing the years of accumulated debris. Nothing like a real "barn-find" to liven up a sale as a bid of \$13,500 was all that was needed to hopefully start this car's return to proud motoring. E-types were in short supply for this event: Only three models were spotted, the most notable being an early production Series 1, flat-floor with bonnet side latches, needing full restoration and selling with a bid of \$27,500 (plus a 6% commission).

Even Triumph buyers had something to bid on. Our favorite was a rather stock and mostly original TR-4 convertible that was called sold for \$11,800. (I took my driver's license test in my brother's TR-4 and will always have an affection for that model.)

RM Classic Cars Productions Fall Novi Sale

In addition to the upscale catalog sales conducted by RM Auctions, the company's RM Classic Cars division produces several "general consignment" sales each year, including three at the Novi Exposition Center located near Detroit, Michigan.

While this fall's sale was dominated by a 72-car no-reserve offering from noted collectors Richard and Linda Kughn, there were still a few British bits of motoring nostalgia worth mentioning.

Diamonds-in-the-rough included a pair of E-type coupes. An early Series 1/3.8 that needed lots of TLC didn't find a new home for \$6,000, and a 1969-era Series II 2+2 coupe was also a no-sale despite an honest offer of \$7,600.

RM events are interesting because you never know what will show up on the block. While three-fourths of the entries are known and published on RM's website prior to the sale, the vehicles that sneak in under the wire often cause immense excitement and become bargains for the bidders.

Keith McCormick's Palm Spring Classic

For more than 17 years, this well-run sale located at the Palm Springs Convention Center has become a regular stop for buyers and sellers from all over the United States. This part of the country has always been a hot-spot for British sports cars, and this sale reflects that heritage.

At the event held in late November 2002, a fair selection of E-type Jaguars were offered, and the money was fair for the cars produced. MG fans had a number of selections, with the most successful vehicle to cross the block being a well-restored MGA coupe for just \$12,000.

Over the past season, many of the models offered at this sale have



Still very reasonable, just a little more than the \$20,000 offered could have taken home this 1948 MG-TC roadster from the McCormick Palm Springs Classic.



Considering major price increases for prime examples, this 1952 MG-TD roadster was right in the marketplace when the seller turned down a \$16,000 offer at the Keith McCormick Palm Spring Classic.



While coupes are far less expensive to purchase, they are just as expensive to maintain while offering a few more creature comforts. This very driveable 1969 Series II E-Type Jaguar sold at McCormick's Palm Springs Classic for a bid of \$9,800.



For the economy-minded British car fan, an MGB may be the way to go. This 1972 model was worth very close to the \$8,200 bid at the Keith McCormick Palm Springs Classic.

seen tremendous growth in their values. Prime examples have been setting records whenever they are offered. A back-lash of a strong market is that sometimes owners are sorely disappointed when the bid

levels fail to meet their expectations. While greed is good in the proper doses, reality sometimes sets in on the auction block.

Dana Mecum's Kansas City Dream Classic

Auction promoter Dana Mecum's sales are open to anything and everything that qualifies as a collector vehicle. While America's Heartland is light on British cars, the sale offered some real bargains. Those who are new to auctions are encouraged to attend one of these sales before going full-bore at a major event.

Always fun to drive and economical to own, a mid-seventies' Spitfire convertible with the optional factory hardtop sold off the block for just \$2,100, while a rather tired but complete 1976 MGB convertible traded hands for just \$1,200! At these prices, the novice can get in at the ground floor and find a bargain British sports car—if they know what to look for and how to get their hands in the air first.



Despite its frosty appearance, this 1979 Triumph Spitfire convertible in need of a total cosmetic re-do was still worth the \$2,100 bid for it at the Mecum Kansas City Dream Classic.

2003 Market Overview

We don't own a crystal ball and can't predict the future of the collector car world. In these uncertain times, we can only use past events to speculate on future movements. When a person is bitten with a passion to feel the exhilaration of the wind hitting his face either while piloting a vintage MG-TD or a mighty V-12 powered E-type Jaguar, reality can soon become oblivious as the desire to own such a machine persists. As more people learn the thrill of owning British sports cars, the prices for outstanding examples are sure to continue to grow at record rates. 



When gambling, you have to know when to hold them and know when to fold them. With collector cars, you have to know when to hold them and know when to sell them. This seller may have been off the mark by passing on a bid of \$45,000 for this 1962 Series 1 E-Type convertible at the McCormick Palm Springs Classic.

BRITISH CAR SALES OF INTEREST

YEAR MODEL CONDITION HIGH BID

RM Monterey

AUSTIN-HEALEY

1955	100-S Alloy 2-dr roadster (race car, RHD)	2	\$150,000
1957	100/6 2-dr roadster	1	\$33,000*
1959	Bugeye Sprite 2-dr roadster (w/factory hardtop)	2	\$18,000*
1960	3000 Mark I BT-7 2-dr roadster	2+	\$40,500*
1960	Bugeye Sprite 2-dr roadster	2	\$13,500*
1961	3000 Mark I BT-7 2-dr roadster (RHD)	2-	\$29,000
1962	3000 Mark II BT-7 2-dr roadster	2	\$46,000*

JAGUAR

1934	SS-1 Four-Light Saloon 2-dr sedan (RHD)	2	\$80,000*
1950	XK-120 2-dr roadster (RHD)	3	\$34,000
1953	XK-120 2-dr coupe	2	\$44,000
1953	XK-120 2-dr roadster	2	\$43,000*
1956	D-Type 2-dr roadster race car (XKD528)	3	\$840,000*
1957	XK-140-MC 2-dr roadster	2	\$56,500*
1960	XK-150 2-dr coupe	2+	\$44,500*
1961	XKE Series I/3.8 2-dr conv. (flat-floor, bonnet side latches)	2	\$48,000
1961	XKE 2-dr coupe (Linder-Nocker race car replica)	3	\$40,000
1961	XK-150 3.8 2-dr coupe	3	\$25,000
1962	XKE Series I/3.8 2-dr conv.	2	\$42,000*
1962	XKE Series I/3.8 2-dr coupe	2	\$32,000*R
1962	XKE Series I/3.8 2-dr coupe	3	\$24,000
1963	XKE Series I/3.8 2-dr conv.	2-	\$53,500*
1964	XKE Series I/3.8 2-dr conv.	2	\$50,000
1964	Proteus XK/SS 2-dr roadster replica (on XKE chassis)	2	\$30,000*
1965	XKE Series I/4.2 2-dr conv.	2	\$50,000*
1966	XKE Series I/4.2 2-dr coupe	1	\$63,500*
1966	XKE Series I/4.2 2-dr conv.	2	\$42,000*
1967	XKE Series I/4.2 2-dr conv.	1	\$95,000*
1968	XKE Series I/4.2 2-dr conv.	2	\$34,000*
1971	XKE Series II/4.2 2-dr conv.	3	\$23,000*
1974	XKE Series III/V-12 2-dr conv.	2	\$28,000*

MG

1952	TD 2-dr roadster	3	\$21,500*
1954	TF-1500 2-dr roadster	2	\$27,000*
1957	A-1500 2-dr roadster	1	\$20,500*
1966	B-1600 2-dr conv.	3	\$15,500*

TRIUMPH

1963	TR-4 "Surrey" 2-dr conv. (half top)	4	\$24,000*
1966	TR-4A 2-dr conv.	3	\$13,500*

Bonhams Quail Lodge

JAGUAR

1950	Mark V 2-dr roadster	3	\$30,000*
1955	XK-140-MC 2-dr roadster	3	\$79,000*
1964	XKE Series I 3.8 2-dr conv.	2	\$50,000*

YEAR MODEL CONDITION HIGH BID

MG

1934	PA 2-dr roadster (upgraded gauges and steering wheel)	3	\$14,000
1935	Q-Type replica (built on later model chassis)	2	\$42,000

Christie's Pebble Beach

AUSTIN-HEALEY

1961	3000 Mark II 2-dr roadster	1	\$45,000*
1967	3000 Mark III (BJ8/Phase 2) 2-dr conv.	2	\$53,000*

JAGUAR

1953	XK-120 2-dr conv.	2	\$50,000*
1954	XK-120-SE 2-dr roadster	2	\$50,000
1956	XK-140-MC 2-dr conv.	1	\$140,000*
1959	XK-150-S 2-dr roadster	1	\$82,000*
1960	XK-150 2-dr coupe	2	\$48,000*
1961	XKE Series I/3.8 2-dr conv. (flat floor, w/hardtop)	3+	\$48,000
1961	XKE Series I/3.8 2-dr coupe (flat floor, 25 th LHD coupe built)	3	\$36,000
1964	XKE Series I 3.8 2-dr conv.	1	\$48,000*
1967	XKE Series I 4.2 2-dr conv.	2-	\$70,000*
1974	XKE Series III V-12 2-dr conv (4-spd)	2	\$34,000*

MG

1953	TD 4-pass 2-dr roadster (ex-NY Int'l Auto Show/Lee Majors)	2	\$30,000*
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Kruse Fall Auburn

AUSTIN-HEALEY

1953	100/6 BN-3 2-dr roadster	3	\$17,000*P
1959	100/6 BN-4 2-dr roadster	2-	\$22,500*
1960	Bugeye Sprite 2-dr roadster	2-	\$14,500*
1961	3000 Mark II BT-7 2-dr roadster	3	\$11,100*
1962	3000 Mark II BT-7 2-dr roadster	2	\$27,000*
1966	3000 Mark III BJ-7 2-dr conv.	3	\$22,000*
1966	3000 Mark III BJ-8 2-dr conv.	1	\$32,000
1967	3000 Mark III BJ-8 2-dr conv.	2	\$30,000
1967	3000 Mark III BJ-8 2-dr conv.	3	\$24,000

JAGUAR

1948	Mark IV 2-dr 3-position conv.	2	\$43,000
1953	XK-120 2-dr conv.	1	\$37,000
1953	XK-140 2-dr conv. (barn find)	5	\$13,500*
1959	XK-150 2-dr coupe	3	\$31,000
1961	XK-150 2-dr coupe	2	\$18,300*
1961	XK-150 2-dr conv.	3	\$37,500
1961	XKE Series I 3.8 2-dr conv. (flat floor, bonnet latches)	3-	\$27,500*
1966	XKE Series I 4.2 2-dr coupe	2	\$24,500
1968	XKE Series II 4.2 2-dr coupe	3	\$19,500

TRIUMPH

1963	TR-3B 2-dr roadster	3+	\$15,250*
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YEAR MODEL CONDITION HIGH BID

1964	TR-4 2-dr conv.	3	\$11,800*
1971	Spitfire 1500 2-dr conv.	3	\$2,650*
1975	TR-6 2-dr conv.	3	\$10,600*

RM Novi, Michigan

JAGUAR

1954	XK-120 2-dr roadster	2	\$35,000*
1957	Mark VII 4-dr sedan (snrf)	4	\$7,300
1962	Mark X 4-dr sedan	4	\$3,300
1963	XKE Series I 2-dr coupe	4	\$6,000
1965	XJ 3.8 L 4-dr sedan	3	\$2,200
1969	XKE Series II 2+2 2-dr coupe	4	\$7,600

Keith McCormick's Palm Springs

AUSTIN-HEALEY

1964	3000 Mark III 2-dr conv.	3	\$28,000
1964	3000 Mark III 2-dr conv.	3	\$24,500

JAGUAR

1954	XK-120-M 2-dr coupe	2	\$42,500*
1957	XK-140-MC 2-dr roadster	1	\$61,500
1962	XKE Series-I 3.8 2-dr coupe (modified)	2-	\$53,800
1962	XKE Series-I 3.8 2-dr conv	2	\$45,500
1968	XKE Series II 4.2 2+2 2-dr coupe	3	\$9,800*R
1969	XKE Series II 4.2 2+2 2-dr coupe	3	\$9,800*
1973	XKE Series III V-12 2-dr conv (33,500 mi)	2	\$19,500
1974	XKE Series III V-12 2-dr conv	3	\$28,500*

MG

1948	TC 2-dr roadster	2	\$20,000
1952	TD 2-dr roadster	2	\$16,000
1953	TD 2-dr roadster	3	\$10,000
1958	MG-A 2-dr coupe	2+	\$12,000*
1961	MG-A 2-dr roadster (modified)	3	\$11,500
1972	MG-B 2-dr conv.	2	\$8,200
1972	MG-B 2-dr conv.	3	\$5,900
1979	MG-B 2-dr conv.	2-	\$8,800*

Dana Mecum Kansas City Dream Sale

MG

1976	MG-B 2-dr conv	4	\$1,200*
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TRIUMPH

1979	Spitfire 1500 2-dr conv (w/hardtop)	4	\$2,100
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* = Sold

*R = Sold as a rerun (2nd or 3rd time over the block)

*P = Sold off the block, post-sale

Condition Guide

1: Concours quality (perfect)

2: Very good, small flaws

3: Decent, driver

4: Flawed driver

5: Runs, very flawed

6: Parts car


Installing a Third Brake Light

By Tom Morr

An aftermarket CHMSL improves safety

Center high-mounted stop lights (CHMSLs) became mandatory for all U.S. street-legal vehicles in the mid-eighties. The Department of Transportation theorized that greater brake-light visibility would assist driver reaction times, thereby minimizing rear-end accidents.

Many older cars come from the factory with small, dim brake lights—some seemingly designed by The Prince of Darkness himself. To improve brake-light visibility for British sports cars, Moss Motors offers a retrofit CHMSL kit (PN 164-005). This non-permanent system plugs into the existing wiring harness. The kit combines a Hella rear fog lamp with a magnetic base and a quick-connect wiring harness. Because the light mounts magnetically, it can be easily removed for car shows.

The illuminating facts are that this Moss Third Brake Light Kit is an affordable way to improve safety. Do-it-yourself installation is a snap. 



The Moss Third Brake Light kit includes a Hella lamp, a pigtail wiring harness, 4-way connectors, a magnetic base, and an adhesive-backed gasket for the magnet.



1. Locate the junction of the taillight harness and the main harness (normally in the left rear corner). The brake-light circuit wire should be either green with a purple stripe or white with a purple stripe (depending on model year). Disconnect the left brake-light wire and replace its connector with one of the kit's 4-way connectors. Also plug the black ground-wire into the 4-way connector.



2. Plug the pigtail's Lucas ends into the 4-way connector: red to the brake-light wire and black to the ground wire.



3. Choose a high, centered location for mounting the light. Note that the magnetic base won't stick to aluminum or fiberglass. For non-permanent installations, affix the gasket to the magnetic base to curtail paint scratches. Plug the light harness into the pigtail. Secure exposed wires with nylon ties as necessary.