



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 21 | NO 2 | SUMMER 2003

**Resto-Mod:
Today's Tech for
Older Tin**



Supercharge Your MGB: Recipe for HP!

- VARA/Moss British Extravaganza Mayhem
- Classic Cooling: Preventing Boil-Overs



SAVE UP TO 25% ON PARTS YOU NEED

BRITISH MOTORING

MOSS MOTORS LTD.
VOL. 21 | NO. 2 | SUMMER 2003

EDITOR

Tom Morr

CONSULTING EDITOR

Ken Smith

ART DIRECTOR

Gary Smith, Performance Design

PRODUCTION MANAGER

Kathi McCallum

IMAGING

Jon Gonzalez

CONTRIBUTORS

Scott Dahlquist, Kelvin Dodd,
Leonard Emanuelson, Rick Feibusch,
Matt Hardesty, Jonathan Lane,
Phil Skinner, Ed Taylor

EDITORIAL ADVISORS

Giles Kenyon, Eric Wilhelm,
Harry Haigh, Mike Chaput

ADVERTISING

Automedia 2000, Inc.
5285 Kazuko Ct. Unit B
Moorpark, CA 93021
(805) 529-1923 x203

British Motoring is published four times per year for Moss Motors, Ltd., by Automedia 2000, Inc. It is distributed with the understanding that the information presented within is from various sources from which there can be no warranty or responsibility as to the legality, completeness and accuracy. All materials, text, illustrations, and photographs are the property of *British Motoring* and cannot be reproduced in whole or part or altered without the written consent of Moss Motors, Ltd.

Editorial inquiries are welcome, but we recommend that contributors query in advance. Moss Motors, Ltd., reserves the right to use materials at its discretion, and we reserve the right to edit material to meet our requirements. Send contributions to *British Motoring*, 440 Rutherford St., Goleta, CA 93117 USA, editor@mossmotors.com.

FEATURES

14 VARA British Extravaganza

Moss's annual Buttonwillow Bash celebrates all things British

22 Cover Car: Resto-Mod MGB

This '70 B gets with Tim Reese's program

30 2003 Winter Auction Season

Motherland tin fetches top dollar



TECHNICAL

18 MGB Supercharging

Double your horsepower the Roots way

25 Installing A Rev Limiter

Keeping those pesky RPM under wraps

26 Cooling System Fault-Finding

Motoring Grace under Heat and Pressure

SUMMER SALE

39 Moss Motors Double Nickel Anniversary Sale

DEPARTMENTS

4 Editorial

6 Reader Letters

8 News

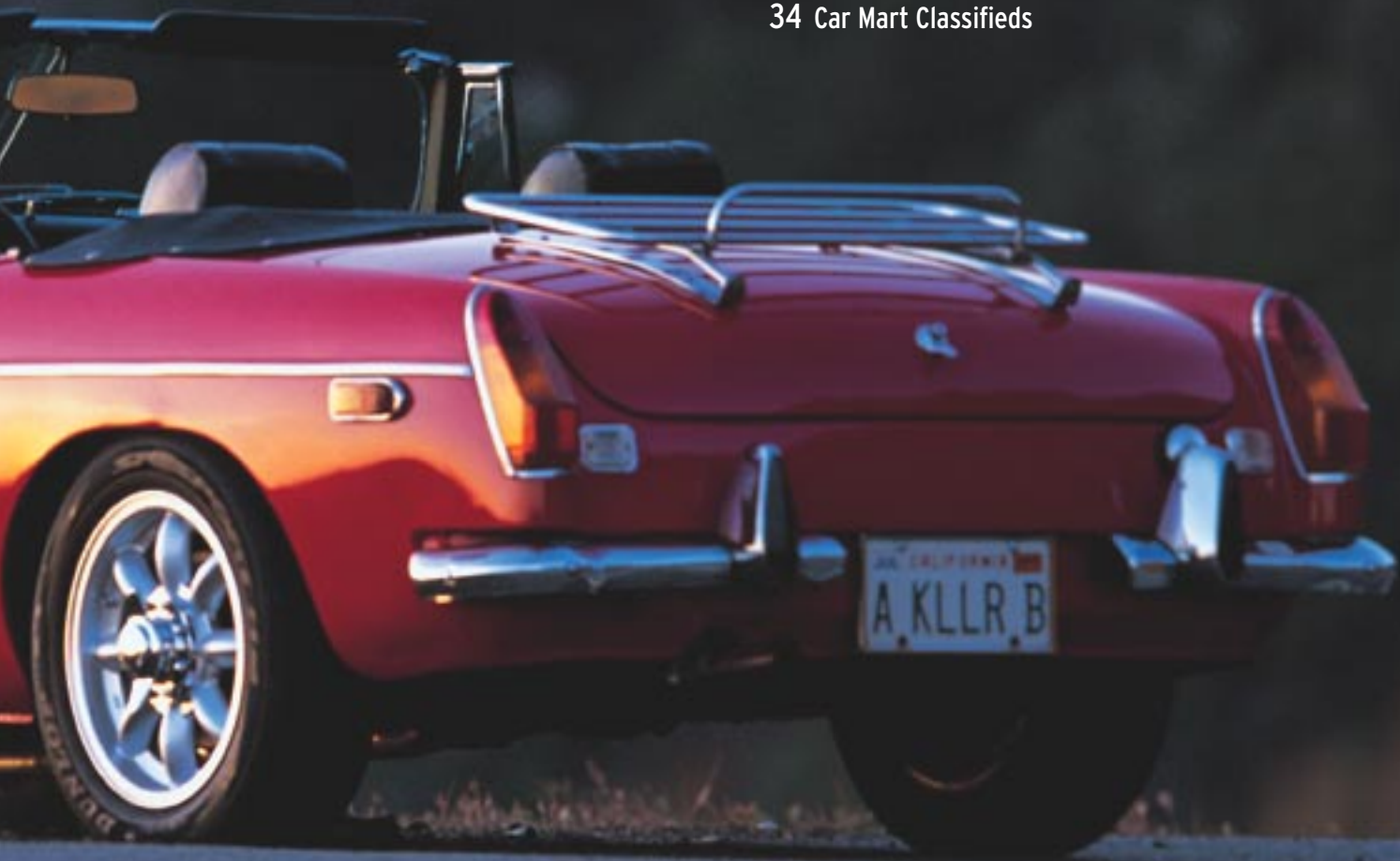
10 New Products

11 Readers' Cars

12 Tech Q&A

32 Events Calendar

34 Car Mart Classifieds



ON THE COVER

Scott Dahlquist dangled out a minivan hatch on the twisty canyons of Malibu to shoot Tim Reese's '70 MGB. Tim's daughter Monica played hooky from college to ride along. Turn to page 22 for more about this resto-mod MGB.



Editorial

What's Next? More Cars, More Tech, More Fun

Moss Motors' British Marketing Manager Kelvin Dodd is this month's Editorial poster boy. (He prefers to think of it as Employee of the Month.)

Nothing pumps up our enthusiasm like attending the VARA/Moss British Extravaganza—so many cars, so little time. In spite of threatening weather, a bumper crop of British sportscars attended. *BM* editor Tom Morr and myself hit the ground

running, literally melting down the batteries in our digital Nikons. The event coverage in this issue is just the tip of the iceberg. (We wanted to include Buttonwillow action in this issue and were able to delay our deadline with the printer a couple of days.) Much more eye-candy from the event will be seen in future issues.

For example, look for a full story on Jim Gregg's extremely rare 1957 Austin-Healey 100 factory works rally car, a survivor of only a handful of cars ever built. (See the teaser photo

here for a taste.) John Barnard's stunning two-tone green '48 MG-TC was another show-stopper that we shot for the full feature treatment. Also look for a section called Quick Takes in the Fall '03 issue. This will include vignettes and two or three photos of spectacular cars at the Extravaganza. Profiled race cars will include Terry Baker's '57 MGA and Debbie Elkind's '67 Sprite. Spotlights show cars are a mix of concours restorations and a few that are spiffed up with a little judicious chrome and

SERIOUS PERFORMANCE

OIL FILTERS



- ▶ Innovative, Sturdy 1" Wrench Nut Makes Removal Quick and Easy
- ▶ Resin-Impregnated Filter Media Provides Ultimate Filtering Surface for Contaminant Removal
- ▶ Anti Drain-Back Valve Eliminates Dry Starts, Prevents Oil from Draining Back into the Crank Case During Engine Shutdown
- ▶ Drilled Safety Wire Holes for Racing



knfilters.comTM

To order, call Moss Motors at
(800) 667-7872
or visit www.mossmotors.com

polish. We intend Quick Takes to be a potpourri of ideas that could be applied to your car.


Speaking of which, we're also interested in your car. We need quality photos of your car for our Readers' Cars section. Several readers have responded to our request in the Spring issue; unfortunately, web-quality photos aren't high enough resolution to look good on the printed page. Please read the photo requirements at the end of the Readers' Cars section and use a decent digital camera or do it the old-fashioned way and mail us your best color prints or slides.

You've also undoubtedly noticed that *BM* is now including more tech information for the care and feeding of your British car. Kelvin Dodd creates our tech Q&A column, and we honor him for that this month with the esteemed leather cap and goggles. If we ever run out of raw material for tech stories, Kelvin can come to the rescue with any one of his nine project cars that are in various states of (dis)repair. Kelvin and the rest of

Moss's British brain trust—Ken Smith, Harry Haigh, Eric Wilhelm, and Giles Kenyon—help ensure the accuracy of all technical matters in *BM*.

In addition to meeting personable vintage racers and colorful Moss customers at Buttonwillow, an event highlight was when Harry Haigh tossed us the keys to his newly supercharged MGB. Not only did Harry entrust his pristine ride to us big-block heathens, he stood trackside, waving his arms and screaming for us

to go faster. (Little did he know that we were already on the edge, sliding off the damp track surface.) However, I won't forget the sheer joy of pounding through the gears and listening to the supercharger whine as we terrorized other cars on the lunchtime "parade" laps.

We have more than a few ideas how to entertain you (and ourselves) in upcoming issues. Please drop us a letter or email and let us know what you'd like to see in *British Motoring*. 

—Leonard Emanuelson



HIGH FLOW AIR FILTERS

- ▶ High-flow, Washable Filter
- ▶ Designed to Increase Horsepower and Acceleration
- ▶ Epoxy Coated Aluminum screen mesh protects fabric filter media while straightening air flow
- ▶ Replaces Stock Elements
- ▶ Oiled Premium Cotton gauze keeps dirt and debris on the outside of the filter to improve filtering efficiency
- ▶ Million Mile Limited Warranty™ you buy it once, clean it and re-oil it again and again (up to 25 washings)



56-9054
for MGB



knfilters.com™

To order, call Moss Motors at
(800) 667-7872

or visit www.mossmotors.com



Reader Letters

"Secret" Car Club Of America

As a bona-fide British sports car and SCCA racing "nut," I feel compelled to thank you for the Spring '03 article on British race cars and our national Run-Off races at Mid-Ohio last September. The SCCA is the largest race-sanctioning body in the world. However, we don't always do the best job of publicity, so the SCCA is sometimes known as the "Secret Car Club of America." I'd also like to mention that hundreds of our members enjoy club and professional road racing by volunteering in several official capacities: race stewards, flaggers, communications, pit, and grid workers, timing and scoring people. The racing is great and the camaraderie is unbeatable.

—Jim Plemmons, Cortez, FL

Fuel-ish Optimism

I had a nearly new car, but my then-14-year-old '57 MGA beckoned a teenager's fancy in a way that only an English roadster could. It was a beautiful spring day, and I couldn't resist the 70-mile open-air trip to Los Angeles to hunt for an apartment. I headed out, armed only with a map of L.A., \$19.00 cash, and no tools.

Nearly half way to L.A., the engine suddenly sputtered, then quit. I coasted off the freeway and into a parking lot. To my shock and surprise, the car restarted. It seemed to be running great, so off I went to resume apartment-hunting.

As the miles disappeared



Not the ideal apartment-hunting transportation, but at least other motorists know what you're driving.

behind me, I convinced myself that everything was okay. Fifteen miles later it quit again. I managed to coast off the freeway and onto a side road. Once again, I was able to restart the car, so I resumed my travels.

I did decide to stay off the freeway, however. Sure enough, about 10 minutes later the MGA quit again. I was able to instantly restart it, but the frequency of stalling was increasing exponentially. I couldn't abandon my MGA where it was or nothing would be left of it when I got back. There was no one to call. It had to be fixed.

I turned the key on and was about to pull the starter cable when I realized that I didn't hear the fuel pump. I turned the ignition off and back on again. I heard one click back there. I got it: When I turned on the ignition, the fuel pump pumped once.



Years later, with a new fuel pump and rewired driving lights.

I found a phone book, located the nearest MG dealer and restarted the car all the way there. For \$39.00 I would be on my way.

But I was \$20.00 short. I started the car out of the dealership into an alley, where it promptly quit again. Sitting there in the car I happened to notice a hardware store a block away. A few minutes later I returned with a roll of 14-gauge insulated wire, a pocket knife, a screwdriver, and some electrical tape. I disconnected the wires going to the fuel pump and attached new wires from the pump outside and around the right rear fender and inside the car to a hot lead under the dash. Needing fuel more than light, I disconnected the toggle switch on the dash that operated the driving light and wired it to the pump.

Toggle up. Click. Toggle down. Toggle up. Click. As I cycled the toggle, the pump reliably pumped one click at a time. My right hand had to do the shifting and the clicking. Quick shifts were the ticket to prevent fuel starvation, as it didn't take much time for the engine to consume one click's worth of fuel. I pumped fuel for an hour and a half to get home.

—Gary D. Smith, Cave Creek, AZ

One Car, Three Drivers, One Experience

Some people think of cars as functional possessions that provide transportation. However, with a classic sports car and an open mind, it's possible to create a new attitude toward driving, one in which time and destination take a back seat to a newly discovered level of satisfaction.

My opportunity to experience such satisfaction actually began in 1963, when an English-born sports car came into life some 50 miles northwest of Chicago. With her long hood, swept lines, and low stance, an aura of sportiness was displayed atop her wire wheels. Embellishing the English concept of a roadster, the car wore a classic shade of antique white.

Classic sports cars with standard transmissions require a certain level of driving expertise. There she was, ready to be taken for her maiden voyage, with my then-17-year-old aunt behind the wheel. She pushed the start button for the first time on her new Austin-Healey 3000. She stalled out of the dealership, and her clumsy driving style earned a nickname for the car: "Oopsie!" My mother, who chose to refurbish the car in 1973 instead of purchasing anew, had a similar experience in her early days of



The family-heirloom '63 Healey 3000.

driving, fumbling to coordinate the clutch and gas pedals. Both my aunt and mother learned that time and energy were necessary investments in order to make the driving process smooth and natural.

Once I earned a driving permit, it was my turn. As I lowered myself onto the driver's seat for the first time, I smelled seasoned leather. I grasped the extra large—yet surprisingly thin—steering wheel. As I pulled out the manual choke and pushed the start button for the first time, I felt the Healey jump to life. The vibrations soaked into my body, and we settled into an idle. The free-flowing exhaust spoke of a time before emission regulations. From the driver's seat, the perspective changed entirely. I noticed the placement of the gauges, the expansive length of the hood, the size of the mirrors, and the ridiculously close spacing of the pedals. I reflected for a moment that my aunt and my mother must have felt all these intricacies nearly 40 years ago.

My preliminary instructions included a warning regarding the use of the clutch. "Don't ride it," my mom said. The old bearing-less system causes severe wear, so use of the clutch had to be quick. I just had to learn the precise point of transition between clutch and gas, while keeping the engine in motion. My feet didn't understand the precision that was required.

With my left foot down on the pedal, I searched for First. Letting out the clutch, my heart jumped—as did the car, which caused my first stall. Easing out the clutch on my second attempt, balancing left and right foot, the Healey left her resting place for the first time with me at the wheel. With my mother as co-pilot, I quickly discovered how much more I had to learn. The accelerator travels two inches before pulling the carburetors open, the clutch had an elusive engagement point, and the brake pedal was perfectly in the way of my feet. I would lurch into First, gain speed, find Second, and mash both the brake and gas in my not-so-smooth progression into traffic. A downshift usually meant a chirp from the rear

tires, as I applied too little throttle in the procedure.

As struggle transformed into nonchalant habit, my level of satisfaction with driving increased. Moreover, a new attitude and sense of appreciation enveloped me. Upon descending into the car, the start-up process became routine. I savored the way the car rocked as the starter turned the motor. It sounded and felt so alive. My starts became increasingly fluid and downshifting came more easily. My confidence grew, and I knew that I was now ready to fully experience the pleasure of driving the Healey. My focus shifted from getting to a destination on time to awareness and discovery. I was ready to venture out onto the open roads.

Into the twisty backroads we went together, my mom and I. Around a gentle corner, already out of overdrive, I dropped to Third gear. Down a straightaway a slow left turn approached. Second gear carried us fluidly to the next turn. I felt as if I was at one with the Healey as we were pressed back gently, anticipating the next bend in the road. That is my moment, mid-turn, my mother laughing, recalling her own journeys in this car. Under a colorful canopy of autumn leaves, a great feeling of accomplishment and satisfaction came over me.

The world is a joy to behold from the inside of a Healey. I have been fortunate enough to experience an existing relationship with a classic automobile from the past, and share like experiences with two of "Oopie's" past drivers.

—Adam Sadlik, Ithaca, NY

Adam is an 18-year-old engineering student at Cornell University. Will his rapture remain after he spends some quality time under the Healey?

Caught In The Ignition Cross-Fire

In response to the electronic-ignition article in the Spring '03 issue, I learned first-hand that high-energy ignitions can destroy plug wires. In a short time the car would start to miss




Magnecor 8.5mm plug wires can eliminate crossfire caused by high-energy ignition systems.

at idle, and spraying a mist of water on the wires at night when the car was running revealed sparks where the wires were shorting out through the insulation. These weren't cheap wires, and I went through three sets.

The problem is twofold: One, as the spark plug wears and its gap enlarges, the electricity will try to find an easier ground—usually through the wires. So maintaining the correct gap is important. The higher-energy voltage will jump a wider gap, which improves performance, but at the risk of finding a shorter route to ground. Platinum plugs take longer to wear.

The other concern is wire routing. The plug wires can't touch themselves or anything else. Don't use metal separators. They look cool but provide a perfect ground. If the wires are really separated, they will last a long time.

—Gary D. Smith, Cave Creek, AZ

To combat this problem, Moss offers Magnecor competition spark plug wires. These have low resistance and are shielded to reduce radio noise interference. Sets are available for various TR6s, TR7s, Spridgets, and MGBs. (In addition to helping fill this column with insightful info, Gary Smith is also British Motoring's Art Director and a former car designer.) 

We welcome all letters. Ones that are concise and entertaining are most apt to appear in the magazine. We reserve the right to edit letters for clarity and style. Please send us your feedback at *British Motoring*, 440 Rutherford St., Goleta, CA 93117, editor@mossmotors.com.

Digital-image requirements: minimum three megapixels (2048x1536 pixels or 5x7 inches @ 300 dpi), TIFF, Photoshop (PSD), JPEG, or EPS formats (no GIFs, please).



The 2003 Morgan Aero 8 will undoubtedly be one of the most head-turning sports cars on the road. It's expected to meet U.S. emissions specifications soon.

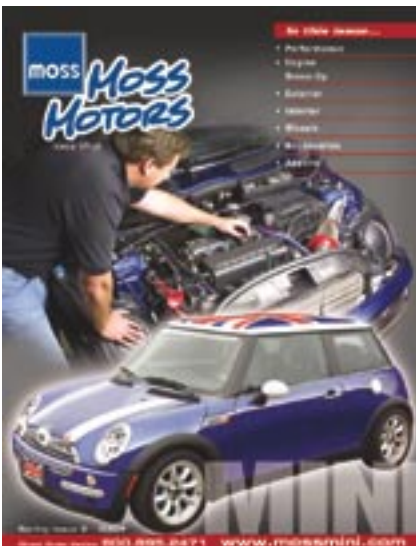
Morgans Meet Southern Californians

The land of fancy cars and movie stars offers yet another sport-car option: the Morgan. Hand-made in Malvern, England (as they have been for the past hundred years), these Morgan "coach built" automobiles definitely stand out in today's motoring landscape.

The company's two current sports-car offerings are the Plus 8 and the Aero 8. Classic amenities of both include 16-inch chrome/stainless wire wheels, walnut burl dashboards, and fitted tool chests. Modern features are vacuum-formed alloy body panels,

aluminum square-tube frames, fuel-injected 4.0L V-8 engines, tilt steering wheels, and heated front windshields. The Plus 8, which was first introduced in 1968, even has dual airbags. (The Aero Eight "dream car" should be available soon.)

MorganWest currently stocks a selection of new Plus 8 cars. However, the dealership can also help customers have their cars custom-built to their own specifications using both factory options and aftermarket accessories. For more information, contact MorganWest, 3003 Pico Blvd., Santa Monica, CA 90405, (310) 998-3311, www.morganwest.net.



The new Moss Mini catalog packs more than 400 items into its 30 color pages.

Moss Does MINI, The Modern British Classic

Packed with the latest in parts and accessories to make your MINI everything you ever wanted it to be, the new 30-page Moss MINI catalog is out. It contains more than 400 items, including 70 new part numbers.

You'll find items that improve engine performance and looks, brakes and suspension, exterior appearance, and interior comfort in addition to a wealth of cleaning, preserving, and detailing products to make your MINI stand out.

Order your free copy today by calling (800) 895-2471 or by logging on to www.mossmini.com.

Twenty Years Ago

The Summer 1983 issue of our house publication, then known as *Moss Motoring*, began with a brief history of the company. The Marque Spotlight featured Triumph TR sports cars. In hands-on news, Richard Wood gave us an introduction to SU carburetor maintenance, an "attempt to supply some basic no-frills-know-how to help you regain a speaking relationship with your British car." Herein, we learned that leaks are "an SU fact of life—like death and taxes." Spitting ("a filthy habit, major league baseball notwithstanding") was also discussed, and the bottom line was that "the problem with your SU carburetors is often your Lucas distributor." We'll undoubtedly revisit this topic here in *British Motoring* in the near future. In the meantime, detailed SU information can be found in these offerings from Moss Motors: *SU Carb Tuning Manual* (#211-345), *SU Workshop Manual* (#211-305), and even a video on rebuilding SUs (#211-035).



Our lead story in 1983 was the legend of how Al Moss was smitten with an MG-TC in 1948 and eventually started a small company to cater to British sports cars.

Interesting stuff in the "classicified" advertisements: a 1959 MGA 1500 roadster for \$3,950 and a 1961 Austin-Healey BN7 for a mere \$4,500! A 1953 MG TD (with MGA drivetrain) could be had for around six grand, and a 1964 MG 1100 to Mini Cooper spec was offered at \$1,895. Those were the days! 🇬🇧

Hide some horses under your cap.

Increased performance...
with an easy conversion to
Ignitor® electronic ignition...
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.)

What's Hot? Multiple Sparks. What's hotter? Second Strike™

The only ignition system to provide a powerful second spark throughout the entire RPM range!

You'll get more complete combustion because unlike multiple spark discharge systems which typically drop off to one spark at about 3000 RPM, only the Second Strike system gives you a second spark at high RPM.

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.

The Second Strike is extremely easy to install and to adjust for each user's optimal engine performance and driving profile.

Not just
another
box.



PERTRONIX
PERFORMANCE PRODUCTS

To order, call Moss Motors at (800) 667-7872
or visit www.mossmotors.com

New Products



Marqued Tuques

Year-round open-air motoring is now more comfortable than ever thanks to these new ski hats. Made of 100% heavyweight acrylic, the jacquard beanie-style tuques feature anti-pill polar fleece lining. Embroidered logos let you fly the colors of your favourite marque. For quality assurance, Moss employees road-tested these hats to verify proper levels of warmth and comfort.



Triumph	013-409	\$11.50
MG	013-410	\$11.50
Austin-Healey	013-411	\$11.50
Jaguar	013-412	\$11.50



Walnut Door Caps

MGBs and Spridgets aren't saddled with vinyl door caps any more. Upgrade to real walnut with this door-cap kit. The trim pieces install easily in place of the factory caps. The MGB-GT set includes rear side-panel caps; all other kits are two pieces.

MGB 1966-80	233-680	\$359.95
MGB-GT	233-685	\$599.95
Sprite/Midget	233-690	\$359.95



License Plate Screws With Logos

Stylize your license plates with these stainless-steel, logo-embazoned screws. They're the finishing touch that literally ties your plate to the car. Whether your preference is MG, Triumph, Healey, or Jaguar, a screw kit is available to liven up your license. Sold in sets of four.

MG	215-865	\$10.95
Triumph	215-880	\$10.95
Austin-Healey	215-885	\$10.95
Jaguar	215-890	\$10.95
Union Jack	215-915	\$10.95



Clear-Cover License Plate Frames

Protect your plate with this new frame. It features a one-piece durable-plastic lense with gasket. Easy to install, this frame will isolate your plate from moisture and dirt. The kit includes stainless steel fasteners. (Check your local DMV regulations.)

222-705 \$24.95



MGB Walnut Dash

Now you can give your 1962-67 MGB the elegant look of walnut. These veneer dash pieces are made in England and mount directly to the original dash surface. Steel backing provides strength and rigidity.

611-611 \$329.95



Quality Leather and Wood-Rim Steering Wheels

Tourist Trophy makes some of the best-looking steering wheels available. Only premium materials are used, and aluminum frames provide the best blend of light weight and strength. A choice of three leather-wrapped and three wood-rim styles are available. Combine your choices of finish, material, grain, width, and feel for the perfect way to personalize your interior. Adapter hubs and horn buttons with various logos are available separately. For a complete listing, see our British Accessory Catalog or visit us online at www.mossmotors.com. Prices range from \$184.95-\$199.95.



MG T-Series Front Shock Conversion

New replacement shocks for Armstrong-equipped late TDs and all TFs have been unavailable for some time now. This conversion kit offers an excellent solution: It uses MGB front shocks with specially designed and modified upper trunnions. The kit comes complete with everything needed except shock-mounting bolts; the existing bolts can be reused. Installation is straightforward. Please note that TDs must have the "relief bump" in the front fender to clear the shock body. Cars that had Girling shocks cannot use this conversion due to clearance problems.

264-398 \$729.95

Readers' Cars

Concours-Quality B

Ron Smith Jr. hails from Carlisle, PA, so he knows a thing or two about automotive extravaganzas. The fairgrounds there are one of the country's hotbeds for car shows and auto swap meets. A true resto buff, Ron is the "fourth proud owner" of this 1979 MGB Mk III Tourer. "I have all the original paperwork and window sticker from when the car was brand-new and sold by Eliot Imported Motors in Carlisle," Ron says. "It still has all the original paint markings from the MG factory on the undercarriage and suspension." The car was built in May of 1979, is still the original Carmine Red with



a black interior, and came loaded with all factory and dealer options except for overdrive. The odo registers 69,000. "I bought this British car to accompany my collection of American classics, all of which I show in my area of Pennsylvania," Ron says. "I have a whole wall of trophies to go with my enthusiasm."

Franken-Roadster

"Thought you might like to see something a little different from the norm," Dan Root of Leawood, KS, writes. Apparently using Johnny Cash's "One Piece At A Time" as his influence, Dan assembled his custom roadster with parts from a variety of cars. You might recognize the '77 MGB deck lid or possibly the '63

Jag front bumper. Most of the rest of the exterior was salvaged from various Fords: The hood is from a '38, side panels were pillaged from a '39, front fenders and running boards were lifted from a '34, and a '36 Ford donated its rear fenders.



But possibly the weirdest part of this whole scenario is the name of Dan's business: Root Laboratory, which services the dental industry. (The thought of the words *root* and *dental* in the same sentence makes us cringe.) We assume that the craftsmanship on Dan's crowns and bridges are as impressive as the custom work on his roadster.

Steadfast '74

Todd Hollarn is an upstanding member of the Reno MG All British Car Club. His TR6 apparently falls under the "All British" part of his club's umbrella. Subtle mods include a clean, uninterrupted body: no handles or bumpers. Tim also varies his windshield style between ragtop roadster and "windscreen cruiser." Less subtle is his "ultimate induction": triple Webers. Tim seems well prepared to fly the Jack with pride at his town's annual Hot August Nights mega-cruise.



Another Mossy Healey

Anytime someone named Moss submits a pic of their Mother Country tin to *British Motoring*, odds are it'll appear in these pages. This '57 Austin-Healey BN4 comes courtesy of Dick Moss, who hails from Sharon, Pennsylvania. No known relation to company founder Al Moss, Dick is nonetheless proud of his Big Healey. Rightfully so: This Pacific Green over Ivory A-H has only 28,500 on its ticker. Purchased in '67, this is the fifth Big Healey Dick has owned since 1961. "Moss Motors has been a big



help in keeping my hobby possible," he says. Insightful words from one Moss to another.

Rare Herald

John Weeks of San Francisco bought his 1965 Triumph Herald from the second owner in 1973. "I've had a lot of fun with it over the years," he says.



"My most enjoyable time with it was at Lake Tahoe when I could get all three of my kids in the back seat while my wife and I sat in the front." John has also owned a 1969 TR6 and a 1974 TR6, although the Herald is the only Triumph currently in his fleet. "It runs pretty well," he concludes. "Although Moss doesn't have many parts for it, I still enjoy *British Motoring*." 🇬🇧

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.

Tech Q&A

By Kelvin Dodd

SU Fuel Pump Retrofit

Q I want to re-install the original SU electric fuel pump in my car, but the original steel lines have been cut. Is there any easy way of doing this?
—John Campbell



SU fuel pump retrofit: An easy job for banjo fans.

A The original SU fuel pump is a very reliable unit, so refitting it is a good idea. The later MGB model had rubber lines connecting to push-on banjo fittings at the pump. To hook rubber lines to an SU Pump, you will need a Hose Conversion Kit #376-108. This includes everything required: banjo unions, banjo bolts, sealing washers, hose clamps, and hoses. Note: In some cases it may be necessary to install two washers on the inside of the union to allow it to clear the pump's alloy head casting.

Single-Battery MGBs

Q I'm thinking of converting my early MGB to a single 12-volt battery. Will the plastic battery boxes work with this conversion?
—Phil Redling

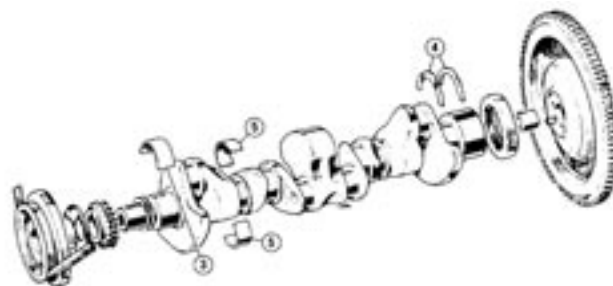


To upgrade to a single 12-volt battery, install the new unit in one of the stock boxes.

A The early battery boxes are designed to accept the original 6-volt batteries. A 12-volt battery will not fit. Use one of the boxes in the empty battery hole, and fit the 12-volt battery in the other. A Group 26 battery is the correct size, but some designs have wider lips that will cause a problem.

Clutch Decisions, Rod Bearings?

Q When I push the clutch in on my Spitfire 1500, the engine seems to slow down. Why is this, and should I be concerned?
—Dave Montanero



Clutch-in engine-bogging could indicate worn thrust washers (4) and/or rod bearings (5).

A Have someone operate the clutch with the engine running. Check the front crank pulley for any in and out movement. It is common for the thrust washers in the 1500 engine to fail, allowing the crank to slide in the main journals when pressure is applied to the clutch. This movement puts side-loading on the connecting rod bearings, which will fail and cause the rod to ventilate the block. So, yes I think you should be concerned. The good news is that if you catch it early enough, replacing the thrust and rod bearings will cure the problem.

Dash Knob Jobs

Q I have a Triumph TR6 and I'm not sure how to remove the dash knobs. There is a small hole underneath, but none of the Allen wrenches I've tried fit. Am I missing something?
—Ben Stevens



Many knobs are secured by a spring-loaded pin. Depress the pin through the hole in the knob to release.

A Many British cars use this type of pull switch. The MGB has heater knobs of the same design. The shaft of the control has a spring-loaded pin, which seats into the hole in the knob. Insert a small pin chisel or Allen wrench into the hole and push the pin in. At the same time pull gently on the knob—it should slide off easily. Sometimes the pin and shaft corrode, in which case it may be impossible to remove the knob without breaking it.

Petrol-Powered TR6 Dieseling?

Q A short time after I turn off the ignition in my 1976 TR6 there is a clunk under the hood. It sounds like some kind of relay. What is it?
—Troy Fishman

A Starting in 1973, most of the British sports cars were equipped with an anti run-on valve. The ignition switch has an extra wire that's hot when the ignition is turned off. This provides power to a solenoid valve that connects manifold vacuum to the top of the carburetor float bowls. With the bowls under vacuum, no fuel can be sucked into the engine, and any tendency for the engine to continue running (dieseling) will be stopped. The circuit grounds through an oil-pressure switch, which is closed (allows current flow) when there is oil pressure. This is just the opposite of a normal oil-pressure warning-light switch. Once the engine stops and oil pressure drops to zero, the oil pressure switch opens, and the circuit to the solenoid is broken. At that moment you will hear the clunk as the solenoid closes.

The system is simple and effective. The only drawback is that the power feed to the solenoid is live at all times the car is not running. This means that it is important to check the condition of this wire and ensure that there are no cracks in the insulation that could short out.

Bolt-On Overdrive?

Q I would like to add overdrive to my car. Can I bolt an overdrive onto the existing transmission?

—Tim Stevens

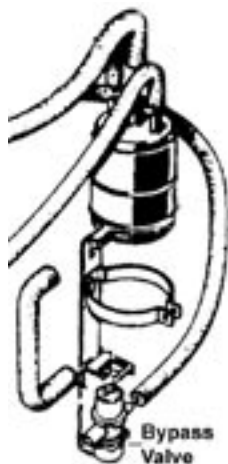


Better off starting with a complete OD trans instead of trying to retrofit just the overdrive unit.

The overdrive gearbox mainshaft is shorter than on a regular transmission as the overdrive physically fits between the gearbox and the output flange. It is going to be easier to find a complete overdrive gearbox assembly than the pieces needed for the conversion. In most cases the gearbox internals are the same, so your existing transmission could be used to freshen a worn or damaged overdrive gearbox.

Wiring 101

Q The wiring on my British car is confusing. I don't understand what does what, and I don't know how to fault-find the problems I'm having. —Rocky Carrothers



Detail of bypass/anti run-on valve.

A British sports cars have a very simple and effective wiring system, and it's pretty easy to understand once broken down into circuits. Some of the reputation for difficulty dates back to the older cloth-braided wiring, which would fade with age to a uniform white color. This made tracing the wiring an interesting guessing game. More modern vinyl wiring is much easier to trace and identify. The color rules are the same for most British cars. The main wire color identifies the type of circuit.

Brown—Battery Circuit: Live all the time. Unfused, so be careful what you touch. These are the wires that go to the alternator/generator and feed the fusebox, ignition, and lighting switches.

Purple—Unswitched Auxiliary Circuit: This circuit is fused and provides power to items such as the lighter socket, trunk, and interior lights (all of which remain powered when the ignition is turned off).


White—Ignition Circuit: Switched by the ignition switch. Unfused, so again make sure that these wires do not get cut. From the ignition switch this circuit powers the electric fuel pump if fitted, coil, and provides an ignition-switched feed to the fuse box to power the auxiliary circuit.

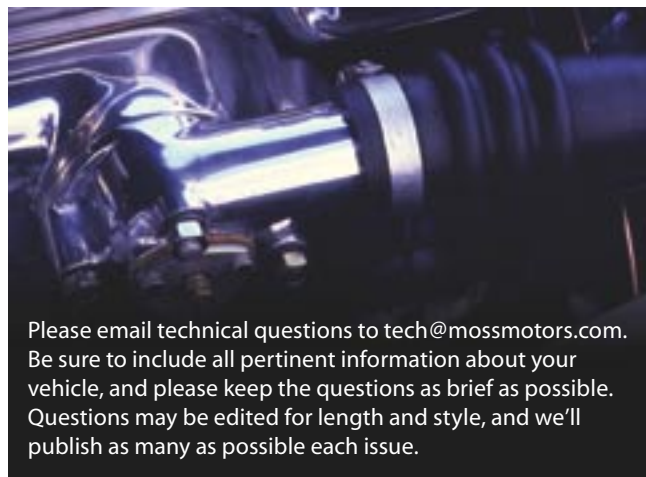
Green—Switched Auxiliary Circuit: Switched by the ignition switch, this circuit is fused and powers the turn indicator, stop lamp, gauges, and windscreen wiper/washer circuits.

Red—Side and Tail Lamp Circuits: Switched by the headlight switch, this circuit also feeds the dash illumination lamps through either a switch or rheostat.

Blue—Headlamp Circuits: Switched by the headlight switch, this circuit feeds the High/Low beam switch, which in turn feeds the headlamps.

Black—Earth (Ground) Circuits: These wires provide the return path down to the chassis. Many problems can be traced to poor chassis connections due to corrosion or new paint.

Knowing these basic circuits, and armed with a test light, many common problems can easily be traced. Problems usually involve poor continuity at switches, connectors, or the fuse box. 



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.

2003 VARA British Extravaganza

By Leonard Emanuelson & Tom Morr
Photos By Leonard Emanuelson & Tom Morr

Pre-War cars and mud bogs flavor the 8th annual event

For the eighth straight year, Moss Motors teamed up with the Vintage Automobile Racing Association (VARA) to produce the British Extravaganza. The largest car show and vintage race of its type on the West Coast, the British Extravaganza attracts a range of special-interest and historical vehicles in addition to some of the best-restored cars west of the Rockies.

This year's event featured 18 phenomenal pre-War cars. Most of these relics even took to the track in addition to being on display throughout the weekend. Peter Giddings' renowned '34 Alfa smoked the competition during the Group 4 races, and the field also boasted a handful of Morgan three-wheelers.

Braving the unstable, London-like weather, people came from all over California as well as Arizona to show off their British cars. Forty-four cars competed for trophies and Moss gift certificates, and some 200 more non-competing British cars passed through the Buttonwillow gates. Total body count over the weekend was about 4,000—amazing considering that the region received about four
(Continued on page 17)



Participants could do lunch-time laps around the 2.6-mile Buttonwillow road course. Dennis Glavis queues up his '53 Morgan +4 for the Sunday drive.



Saturday's slalom competition gave participants a chance to test their car's handling capabilities. Joe Buchmiller experiences some body roll in his 1955 TF 1500.



Moss Motors founder Al Moss brought his '34 Morgan SuperSport three-wheeler from Arizona. He gave current Moss boss Robert Goldman a ride during Sunday's Pre-War/Historic class race.



Show car displays included this '65 MGB with matching model (drive-side notwithstanding).



The Moss booth was abuzz all weekend with customers reliving glorious breakdowns of yesterday and scrutinizing the new MGB supercharger kit.



Hosted by the Bakersfield British Car Club, Funkhana involves pushing a ball around a track. Top finishers received Moss gift certificates.



Moss Motors brought two supercharged MGBs as well as a new Mini that was fully accessorized with parts from the Moss Mini catalog.

Slip Slidin' Away...

VARA Stages A Safe and FUN Vintage Race



It rarely rains in California, especially in the arid, desert-like area of Bakersfield, home to Buttonwillow Raceway Park. However, as we packed our gear on Friday for the 140-mile trek north from L.A., the skies were filled with dark rain clouds. When we arrived at the impressive, 3-mile-long Buttonwillow circuit, the skies opened up, sending the 238 vintage racers in attendance running for cover. All was not lost as the game racers got to practice in a variety of track conditions from dry to flooded. We headed to the hotel praying that the weather would cooperate for the rest of the weekend.

VARA has been producing vintage racing events for 30 years, and its experience and professionalism shows. The friendly staff makes the dreaded registration and credential process move quickly, and the actual races ran on schedule all weekend, regardless of the weather. VARA is dedicated to the sport of vintage and historic automobile racing and to promote the preservation of these cars in a racing format that emphasizes safety. They also dedicate themselves to making the racing fun for the participants and spectators alike.



If you are a true car freak, you've just got to hear Peter Giddings' '32 Alfa Romeo. The supercharged straight-eight engine sounds like a modern-day Winston Cup engine. Peter is not afraid to drive the wheels off this priceless racer.



Michael Jacobsen's '34 MG N Special will get most British Motoring enthusiasts all worked up. It features a factory race-prepped six-cylinder and impeccable workmanship throughout. Michael brought the MG home in 5th place in the Historic class.



A hard-charging Chuck Gee piloted his '67 Spitfire to a close third place in the MG/Triumph war then a fifth in Group 6.



Buttonwillow is an awesome track that can be configured for three-mile laps. Even so, things tend to back up in Turn 2 at the start of the race. (Photo by Don Rosholm)



John Wilkins had quite a weekend in his '66 Triumph Spitfire E/Production racer. He dominated the special MG/Triumph race and also the tough Group 6 race.



Fred Huttleston brought his bare essentials '19 Essex Racer to compete. A broken U-joint slowed his progress. All he needed was this heap of tools to keep it going.



Where else can you see a Type 59 Bugatti and a Morgan +4 duke it out? Mike Gertner's '26 Bugatti and Dennis Glavis' '53 Morgan pleased the fans with some side-by-side action.



Not too many Jags attended the Extravaganza to race. However, Wayne Graham's '61 E-Type grabbed a strong 3rd place finish in the tough Group 3 class.



Efrain Olivares won bragging rights over those pesky Minis in the Mini/Sprite Challenge. His flawless '58 E/Production Sprite qualified on the pole and never relinquished the lead in the race.



We couldn't resist showing you Paul Smock's '66 TR4 at speed. He captured 4th in the MG/Triumph race and 6th in Group 6.



Proving you're never too old to vintage race, John Kerridge works on the tuneup for his '26 Frazer Nash Special. He nailed the jetting and a 6th place finish in Historic.



One of the rarest and prettiest cars to take to the track was Jim Gregg's '57 Austin-Healey Works Rally car. Look for an upcoming feature on this treasure.

The British car contingent was well represented, with approximately 70 race-prepared Mini Coopers, Sprites, Spitfires, Midgets, MGBs, MGAs, Jags, Morgans, A-H 100s and 3000s. They acquitted themselves quite well, conceding only the Group 3 race to a 911S Porsche. Besides the production sports car classes, we were fascinated with the pre-WWII race cars in attendance. Open wheel and Sports Racer fans were not disappointed either, with full fields of race cars and sizzling hot competition.

Check out the VARA website at www.vararacing.com to learn more about vintage racing and to see the entire 2003 race schedule. Vintage racing is another great way to have fun with your British car.



VARA Director Chris Horn feels good/does it his way/can't stop falling in love with the karaoke mic. Luckily, everyone had finished their tri-tip dinners already.



Wet weather might've scared away some roadster owners, but 44 stellar British cars were entered in the car show. About 200 British cars dotted the Buttonwillow pit, campground, and show areas over the weekend.



Two classics: Al Waterhouse's 1958 XK150 and this '61 bus converted to a motorhome.



Torrential rain kicked off the event on Friday, causing the bikini contest to be delayed until next year.



A '90 XJ6 Sovereign was raffled. Julie Tipin was the lucky winner, and the raffle raised \$15,000 for the Boys & Girls Clubs of Tulare County.



Linda Freeman's '72 E-Type took Best Jag honors. Its engine was so spotless that we were tempted to reheat breakfast burrito leftovers on its exhaust manifolds.



Valerie Heatherington took show honors in the Other British Closed class for her '66 Morris Minor. In period-correct attire, Valerie attempted to teach the whole world to sing in perfect harmony.



This Bugeye's presentation included strewn-about tools and the owner's son lobbying for votes.



SOURCES

Bakersfield British Car Club, <http://home.att.net/~bbcc>

Buttonwillow Raceway Park, 24551 Lerdo Hwy., Buttonwillow, CA 93206, (661) 764.5333, fax (661) 764.5334, www.buttonwillowraceway.com

Moss Motors, 440 Rutherford St., Goleta, CA 93117, (805) 681-3400, www.mossmotors.com

VARA, 32545 B Golden Lantern #480, Dana Point, CA 92629, (800) 280-8272, www.vararacing.com



"I'll just wait till nobody's looking..."

inches of rain during the event. In all, the British Extravaganza has become a mandatory destination for both vintage racers and fans of classic British cars. It's also become a social spectacle for everyone in California and adjacent states who's passionate about unique cars and their colorful histories. Mark your calendars now for the first weekend of May 2004. (See page 38 for event winners and results.) 

MGB Supercharging

Moss Motors' new MGB force-feeder increases flywheel horsepower by up to 50%

By Leonard Emanuelson

Resto-Mod is a pretty cool concept. It allows you to keep everything you love about your classic British sports car and change everything you don't. You may love the way it looks, but hate the lack of power. Love the way it rides, but hate the way it handles. Love the way it sounds, but hate the way it stops. Some say that these shortcomings are part of the charm of owning and driving a vintage car—a return to simpler times. While that may be true, a growing number of vintage sports car enthusiasts want to make their cars more fun to drive, safer, and more compatible with other modern vehicles on the road. For example, the first time a Honda that's capable of stopping from 60mph in 115 feet slams on the brakes in front of your freshly painted, newly chromed restoration, you'll appreciate your modern, upgraded brakes.

Typical resto-mods include upgraded suspension, brakes, powertrain, exhaust, and wheels and tires. A proper resto-modification is non-invasive—the vehicle can be returned to stock without a trace of evidence showing past higher-performance indiscretions. In fact, most enthusiasts carefully store and catalog the original parts so they can be easily reinstalled later if necessary.

One of the first things MGB owners want to improve is engine performance. In stock form, the little



A bit of an exaggeration, but Roots-type superchargers are now available for the MGB.



It's hard to argue with the wow factor when you open the hood and reveal the Moss supercharger system. Nice details such as the MG logo cast into the manifold and the new SU carb make the supercharger system appear period-correct.

1798cc four-banger barely cranks out 50 hp to the rear wheels. Keeping up with traffic and passing on two-lane roads can be a struggle. Prior to supercharging, there wasn't any good way to significantly increase horsepower without sacrificing drivability. Adding more compression,

a hotter cam, and bigger carburetion adds limited power to the top end while taking it away from the bottom.

Superchargers are excellent at producing broad, useable torque curves. Their effect can be felt from off-idle to redline. Superchargers give the effect of doubling an engine's

displacement without actually increasing the physical dimensions of the engine. Moss Motors recently introduced a new supercharger system for MGBs that is fairly simple to bolt on and nearly doubles rear-wheel horsepower (40%-50% at the flywheel) without any internal engine modifications. With this increased horsepower and torque, you downshift less and don't think twice about pulling out to pass. One of the best arguments for superchargers is that they provide power "on demand"; when you don't need it, the supercharger is just along for the ride. A thrifty four-cylinder is just that—until you roll into the throttle and boost kicks in. Hang on because the feeling is akin to someone adding another four cylinders of power without the weight.

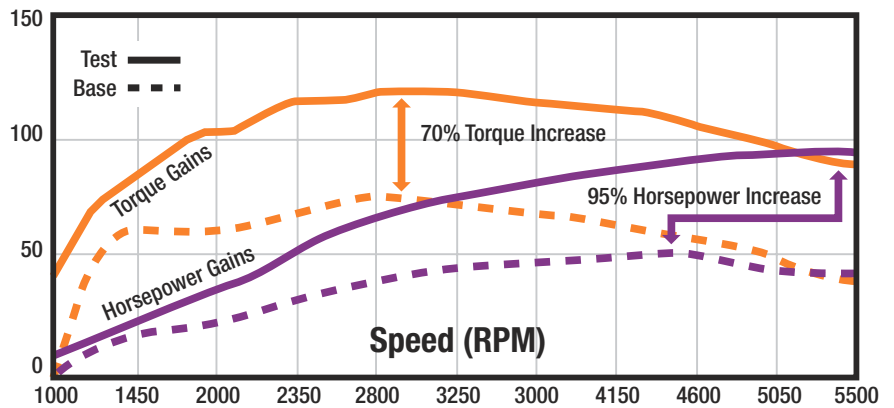
R&D Background

So what does Moss Motors know about superchargers? More than you might suspect. One of its ventures is Jackson Racing, which has built its reputation on high-tech supercharger systems for the Ford Focus, Miata, Hondas, and Acuras. Typical power gains on these performance engines that come highly tuned from the factory are 40% and higher. Jackson Racing's supercharger systems are highly sophisticated with OBD II-compliant engine management and extremely compact packaging requirements. Jackson Racing has been building supercharger systems for more than eight years, and many of its customers' cars have more than 100,000 miles of reliable everyday service.

A couple of years ago, Moss decided to apply some of its supercharging technology to vintage British cars. Their first system (Moss Part #150-008) was for MG TC/TD series cars. When bolted on a 1250cc engine, it produces 6-8psi of boost and around 40% more power.

Now Moss has turned its attention to the MGB, one of the most popular and populous British sportscars of all time. The new MGB supercharger system uses the same Eaton positive-displacement,

Dyno test Results • 1973 MGB Roadster



The graph illustrates the rear-wheel horsepower gain from 50 to 95 and the torque gain from 70 to 120 by installing an Eaton patented supercharger system on a stock 1973 MGB roadster.



Tons of development time went into the designing the intake manifold to provide proper distribution with the MGB's siamesed center intake ports. The spring assembly is part of the pop-off valve that protects the supercharger in case of a backfire in the intake system.



This is an early prototype mockup of the supercharger drive system. It's rugged and uses a four-rib serpentine belt. Moss includes a new alternator and a cast-iron water pump to ensure trouble-free operation.

Comprehensive Kit

The remainder of the Moss supercharger kit is very complete. Accessories include a four-rib serpentine belt-drive system to ensure pulley alignment, a new alternator to ensure fresh bearings, and even a new cast-iron water pump to replace the aluminum pump on your model. A set of colder N7Y sparkplugs and a high-flow K&N air filter are also included. The instructions are extremely detailed and well illustrated. In fact, supercharger system instructions were verified during a pre-sale installation test by Moss salespeople. And if they can install it...well, you know the rest.

MGBs were manufactured from 1963 to 1980. While all of their engines displace 1798ccs, the compression ratios and engine accessories varied from year to year. Moss will roll out these MGB supercharging systems in three groups: The first wave will be for 1966-74 (Moss Part #150-068), the second production run covers 1975-80 (rubber bumpers), and finally for the earlier 1962-67 models. At publication time, the 1968-74 1/2 system had been tested on several cars with various compression ratios and engines conditions ranging from newly rebuilt to high-mileage but well-maintained.

How impressive? Check out the dyno chart from the test car on page 19. A 70% increase in torque and a 95% increase in horsepower at the wheels certainly qualify as impressive. Where stock horsepower peaked at 4,250 rpm, supercharged horsepower now climaxes at 4,750 rpm, extending the useable power band by 500 rpm. Where the stock engine was running out of airflow, the supercharger takes over, pulling strongly through 5,500 rpm.

Dyno numbers are impressive, but how do they relate to the real-world driving experience? We test-drove the supercharger system on a Moss customer's car. We ran it down our favorite little test road for a seat-of-the-pants evaluation. The torque increase is impressive. In traffic, we found ourselves just pushing down on the throttle instead of downshifting. The engine pulled smoothly



Included in the kit, the SU HIF 44 side-draft carb bolts directly to the end of the Eaton supercharger. The SU has been highly tuned and modified to work with this supercharger system.



Different pulley sizes were tested to vary system boost pressure. The engineering challenge is to find the ideal combination of boost-induced power without compromising reliability.

and strongly with no bucking or hesitation. Out on the open road, the engine quickly revved to 5,500 rpm in every gear. In fact, you'll wish you had another gear or an overdrive transmission. You can also detect a slight hint of supercharger whine at full throttle (it's a pleasing sound for us motorheads), but otherwise you have none of the usual negative symptoms of modified engines.

The verdict? Best money you can spend on your "B." The fun-to-drive factor increases 100%. Best of all, Miata owners can no longer kick sand in your face! 🇬🇧



The Moss MGB supercharger system underwent rigorous testing on the dyno.

Resto-Mod MGB

A slalom-crazy wolf in sheep's clothing



By Jonathan Lane
Photography By Scott Dahlquist
Model: Monica Reese

Minilite knock-offs and sticky Dunlops help Tim Reese achieve slalom infamy.



Many cars live out their lives providing basic transportation, occasionally basking in the glory of a fresh oil change or a new set of tires. However, they eventually succumb to the creaks and groans of old age, ending up in the junkyard or up on blocks in a cornfield. While this may be the fate of most '84 Chevy Citations, thankfully it's seldom the fate of our beloved British sports cars; these are the pride and joy of Car Guys.

By their very nature, Car Guys are born to tinker. Tim Reese of Thousand Oaks, California, is living proof. In the late eighties, Reese became infatuated with a friend's Bugeye Sprite. He loved the car's utter simplicity and eventually found himself searching for something similar for his own garage. After considering a TR6, Tim finally settled on a 1970 MGB. Fifteen years later, the car is set up just the way he wants it. "I really just wanted something to tinker with," Tim explains. To say that he's tinkered with it is quite an understatement.

Previously owning a '75 280Z and a two-liter Capri, Tim was familiar with small-displacement engines. Nonetheless, stepping down to the 1.8-liter MGB was more than he could bear. Like many MGB owners, Tim liked the car's nimble handling, but he felt that the old car was woefully underpowered by today's standards.

Thus began the Car Guy's unending quest for more horsepower.

Tim's fascination with small engines ruled out the popular Rover V-8 swap. He also considered a Chevy 2.8-liter V-6, but the purist in Tim won out—he decided to soup up an MG four-cylinder instead. This would be easier and also leave the car looking original.

Tim's quest for power yielded a little big engine. He imported a stroker motor from England: To increase the displacement, the cylinders were bored to 1950cc and Lotus pistons were installed. Adding the stroker crank raised the displacement another 300ccs to 2.1 liters—approaching TR4 territory!

While Tim wanted beyond-factory performance, he wasn't looking for a racecar. Granted, Tim likes to carve the twisty canyon roads between Thousand Oaks and Malibu on weekends, but he didn't want to sacrifice daily-drivability. As a result, the stroker motor was built with 9.0:1 compression so that the car would still run on pump gas,

A side-draft Weber carburetor is reputed to make more power, but Tim went with a pair of new 1 3/4-inch SU HS6 carbs from Moss to retain drivability and keep the original appearance. He also used a specially curved Lucas 45D distributor to get power to the plugs and bolted an oversized Moss stainless-steel exhaust



Southern California's canyon roads are just one reason to own an MGB.



system to a standard manifold to get rid of the fumes.

Adding heavy-duty shock valves and a 13/16-inch swaybar certainly helped the MGB's already impressive

The interior's nearly factory appearance completes the illusion that this is just another MGB.




When in doubt, bore it out: Masquerading as a 1.8, Tim's bored-and-stroked 2.1 makes about 100 hp at the rear wheels. A K&N oil filter is one of the few visible performance parts



handling. However, Tim claims that the greatest improvement came from 15-inch Minilite two-eared knock-off wheels and 185/65R15 Dunlop tires. The original wire wheels looked great, but they had a tendency to flex in corners; the Minilites give the car much more predictable handling.

To complete the wolf-in-sheep's-clothing façade, the rest of the car was left basically stock with the exception of a Pioneer stereo and original seats, which were recovered in velour. While Tim likes having a powerful car that will do 0-60 in 9 seconds, he also wanted to keep the car's original beauty without calling too much attention to himself. (After all, he works for the company that created the B-2 Stealth bomber.) Tim is an active member of the Central Coast British Car Club and uses his car on a regular basis for club events as well as the occasional 140-mile round-trip commute to work. At the Moss Motors British Extravaganza at Buttonwillow last year, Tim beat out a bunch of more powerful cars to win the slalom competition.

Now that the MGB is basically done, Tim is content with his Coalition Forces creation: American defense-industry employee piloting a British machine. But Tim Reese is a consummate Car Guy who is now making noises about Big Healeys. Ah, it's good to know that there are still Car Guys in this perilous world to keep our beloved machines safe from the ravages of time. 

Corralling The Horses

Install a rev limiter to keep RPM under wraps

By Leonard Emanuelson
Photos By Leonard Emanuelson

Racers aren't the only ones concerned with over-revving their cars. Parents of teenaged drivers who own classic sportscars undoubtedly wonder what kind of abuse their engines undergo when the kids borrow the keys on Friday nights.

Installing a rev limiter is cheap and easy insurance against engine overload. These units control engine rpm by cutting the spark to the cylinders when engine speed exceeds the specified level. One such unit is the PerTronix Flame-Thrower Digital Rev Limiter (Moss Part #222-635). According to the manufacturer, the system's digitally controlled microprocessor is more accurate (+/-0.01%) than analog configurations. The Flame-Thrower also reportedly reduces plug fouling by randomly "stealing" spark among cylinders when the rev limit is exceeded.

Another Flame-Thrower feature is internal filtering that prevents false triggering from coil voltage noise. Further, the tach output is compatible with modern electronic instruments, and the Flame-Thrower has reverse voltage protection that operates over a range of 6 to 18 volts.

This rev limiter will work on any 4-, 6-, or 8-cylinder engine having a non-capacitive-discharge ignition system. In other words, it's compatible with breaker-points, electronic (HEI), and even aftermarket inductive-type ignition systems.

Installation is painless. The Flame-Thrower's compact size allows it to fit in a variety of locations in



The PerTronix Flame-Thrower Rev Limiter kit is a digital brain box and adapters for 4-wire mounting.



Rotary switches on the side of the rev limiter are for number of engine cylinders and rpm cut-out level. The customer can easily set the rpm limit with 100 rpm accuracy by turning the switch dials. Setting all switches to 0 makes the unit non-operational.

the engine compartment. For non-electronic ignition systems such as the one on the TR6 shown here, hook-up uses only three wires: black to ground, red to ignition ON, and yellow to the coil's negative terminal. The harness's white wire goes to the output on an




Optimal mounting location for the rev limiter is a reasonably flat surface that's away from direct heat, vibration, and moisture.



Non-HEI ignitions are wired with three or four wires (for mechanical and electric tachs, respectively), and HEI systems use an additional wire.

electrical tachometer, and the orange wire is included for HEI installations.

The bottom line is that a rev limiter and about an hour of time will give the British sportscar owner who has average mechanical aptitude peace of mind. 

Cooling System Fault-Finding

British sportscars have an undeserved reputation for being coolant geysers. One of the most common fallacies is that their radiators aren't up to the task of preventing boil-overs. The reality is that properly functioning factory cooling systems normally do a sufficient job of keeping these cars' engines at proper operating temperatures. Cooling problems usually result from faulty parts somewhere in the system rather than from design flaws. This article gives an overview of isolating cooling-problem culprits, fixing the faults, and even improving efficiency with aftermarket products.

Flow-Check

The first test is to note under what conditions the temp gauge ventures into the danger zone: highway speeds or in-town traffic. The engine's mechanical cooling fan is intended to dissipate radiator heat in low airflow situations, about 20 mph or slower. Slow-speed or stop-and-go overheating problems normally point to a fan-related problem. If this is the case, begin by looking underhood for a radiator shroud, which directs fan air toward the cooling fins. If one isn't visible and the car was originally equipped with a shroud, buy and install a replacement. If a shroud is in place, inspect it for cracks or broken areas and replace as necessary. Another fix can be as easy as verifying that the fan is blowing in the correct direction—a not-uncommon occurrence in later MGBs and E-Type Jaguars.

If the coolant is running hot at highway speeds, airflow is likely misdirected. As with the radiator shroud, underhood ducting and seals direct cool airflow across the radiator fins and help evacuate hot engine air from the compartment. For example, TR4-TR6 cars have fiberboard ducting between the grille and radiator. A torn or deteriorating ducting shroud allows incoming air to miss its intended target, compromising cooling

Motoring grace under heat and pressure

By Les Bengtson

efficiency. Some cars such as later MGBs also have a fiberboard air-duct panel underneath to help channel air toward the radiator.

Along the same lines, MGBs have a shroud that mounts to the radiator and directs air across the fins. (Moss offers a retrofit fan shroud for MGAs, Part # 459-645.) The MGB shroud seals to the hood to further trap air, and replacing this seal when it shows signs of deterioration can help solve

cooling woes. As an example of how critical airflow is to cooling, MGBs with V-8 conversions rarely suffer cooling problems because mounting their through-fender headers require opening up extra airflow paths.

Hardware Inspection

If the air-routing equipment passes muster, conduct a standard visual inspection of the appropriate engine components (with the vehicle shut



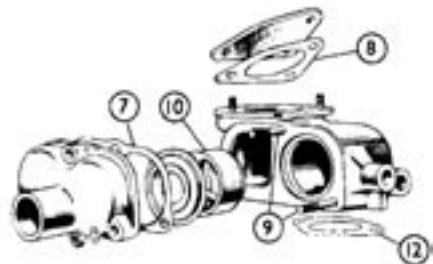
The pressure tester replaces the cap, either on the radiator itself or on the expansion tank if so equipped.



Most pressure testers have an adapter to check cap function. If the cap won't holding its rated pressure or won't release above that rating, replace it.



Use a pan of heated water and a thermometer to check the thermostat. The spring should begin to retract at the thermostat's rated temperature.



TRs and Jags originally had special thermostats with sleeves that control a bypass tube connected to the thermostat housing. Moss offers replacements (Part #434-155).

Adding An Electric Fan

Auxiliary fans are a relatively easy and affordable way to improve cooling performance. They keep the cool air flowing across the radiator's fins, which can be particularly beneficial in stop-and-go conditions.

The Moss catalog lists the recommended fan sizes for various British sportscars; our guinea-pig TR6 here takes a 14-inch kit (PN # 231-658). These fans

can be wired either as pushers (mounted in front of the radiator) or pullers (behind the radiator). At least one inch of clearance between the fan and other components is required. On some cars, the radiator might need to be removed to mount the fan to it. The kit comes with a thermostat control that's preset for 185 degrees. Optional upgrades include an adjustable control and dash-mounted

override switch.

Installation is straightforward, even for people who are afraid of wiring. (Always begin by disconnecting the battery). Required tools include screwdrivers, pliers/dykes, and a crimper/stripper. Estimated installation time is one to two hours. The end result is cheap insurance against overheating.

—Tom Morr



1. Hayden Thin-Line Fan kits from Moss include the fan/motor assembly, mounting hardware, thermostat control, and wiring harness.



2. Install the fan on either the front or rear of the radiator as clearance allows. Front mounting was the only way on this TR6, so this job begins by removing the fiberboard shroud.



3. Assemble the mounting rods with the springs and foam pads.



4. Check clearances, then mount the fan in the desired location on the radiator or AC condenser. Carefully push the four mounting-rod assemblies through the fan's brackets and cooling fins, securing with a locking button on the other side.



5. Locate the temperature-control rod the specified distance below the water neck and carefully insert it through the fins. Remove the rod, snap off excess length, screw on the snap switch, reinsert the rod, and secure with the foam pad and locking clip.



6. Wire per the instructions. Power and ground wires at the fan depend on whether it's mounted as a pusher or puller.



7. Power leads go to battery (or constant hot) and key ON hot. Using a test light, both of these circuits were located at the TR6's fuse box, and connections were made by crimping spade connectors onto the fan harness's wires.



8. The relay and fuse (not visible) are securely mounted, both ground wires are double-checked for secure contact, wires are secured with nylon ties, and the fan is tested.

off and cool). Check the fan belt for cracks or glazing on the portions that contact the pulleys. Cracked belts will eventually break, and glazed ones can slip on the pulleys. Also check the tension. The belt should deflect about 1/2 inch when you push on it between the alternator and crankshaft pulley. Tighten or replace the belt as necessary.

Next, inspect all the hoses for cracking. ("New" hoses might've

sat in a hot warehouse for months before you bought them.) If the hoses look good, check where they attach to the radiator, water pump, and the thermostat housing (water elbow). If you see a build up of crud or an actual leak, tighten the hose clamp.

Look for signs of water leakage around the water pump pulley. This indicates a bad seal. Then, try to shake the pulley or fan back and forth. If it moves, the water pump bearings are

beginning to die and the pump should be replaced. Lastly, check the radiator cap to see if its rubber seal is cracked or stiff and replace as necessary.

Pressure Test

Once the external visual inspection is complete, further cooling problems can be isolated with a pressure tester. This unit includes a hand pump with a pressure gauge on it and a flexible line running to a cap, which attaches to

the radiator filler neck or expansion tank. Attach the tester to the radiator or tank and pump the system to the designated pressure on the radiator cap. Ideally, the gauge should hold pressure for at least 30 seconds; any cooling-system leaks will cause the gauge's reading to drop. External leaks are often obvious—water seeps from the offending points. Be sure to check around the heater core and under the dash. Invisible leaks often mean bad news: a blown head gasket (also indicated by white tailpipe smoke and curdled-milky oil on the dipstick) or a cracked cylinder head.

Most pressure-testers have an adapter for checking the radiator cap. Once again, pump up the tool. The cap should hold pressure up to its psi rating. The lower the pressure, the lower the temperature at which the coolant will boil, so a 16psi cap that vents at 13psi might still be operational but won't be at peak efficiency.

The thermostat is an easily misunderstood component. This mechanical device keeps the coolant from flowing through the radiator until the thermostat opens. Simplistically, the thermostat determines the engine's minimum running temperature, and its heat rating is the temperature at which the thermostat begins to open. A thermostat is fully open at approximately 20 degrees above its temperature rating. So, a 195-degree thermostat might not be fully open until the coolant reaches 215 degrees F—three degrees over the boiling point of water.

Thermostats fail in two ways: by sticking fully open or fully closed. In the former case, the car doesn't fully warm up and the heater runs cool. On the other hand, the engine begins to overheat if the thermostat never opens. Engine damage can result. This fact alone makes biennial replacement an inexpensive form of preventive maintenance. Thermostats can be tested in the kitchen as outlined in the accompanying photo and caption. Failsafe Thermostats (Moss Part # 434-235 for TR7 and Jaguar, Part # 434-205 for most other British

cars) are designed to only fail in the open position and offer an additional level of safety.

Bypass-style thermostats were stock in many early Jaguars and Triumphs up through the TR4. Coolant circulates through a bypass pipe, and a specially designed thermostat controls a sleeve that opens and blocks the pipe. On these cars, replacing a faulty thermostat with the same bypass-style unit will improve cooling-system operation.

In many cars such as the MGA, MGB, and Spridget, the cylinder head itself has a bypass passage. Early versions of these cars were also fitted with a bypass-style thermostat. The passages were small, so later cars could use a standard-style thermostat without problem. In extreme situations such as racing, removing the thermostat and installing a blanking sleeve to close off this passage increases cooling efficiency. Moss offers factory-repro blanking sleeves (Part # 434-135).

Changing a thermostat is straightforward. On newer cars, the job may require loosening the air pump and possibly disconnecting the air-rail lines. Next, drain the cooling system. Remove the thermostat housing bolts, followed by the housing itself. (Tapping the housing might be necessary). Remove the thermostat, then scrape old gasket material from the head and thermostat housing. Put in the new thermostat and gasket, then secure the thermostat housing. (On paper gaskets, use non-hardening gasket compound and tighten firmly. For cork, use a thin layer of RTV and tighten gently.) Reinstall any removed parts and refill the cooling system. Consider replacing the thermostat every two years in conjunction with a cooling-system flush.

Flush & Fill

Flush the cooling system every two years. The easiest way is to use a radiator-flush chemical, following the directions on its bottle. Remember that anti-freeze is toxic, so capture and dispose of it properly.


Coolant is more scientific than most people realize. The correct mix

of anti-freeze and water is crucial for optimal cooling-system efficiency. The water itself also matters. Play it safe and never use tap water in your cooling system: "Hard" water's minerals can build up and cause water-pump failure. Instead, buy distilled or "demineralized" water.

Never use water alone in the cooling system. Anti-freeze serves four vital functions that water doesn't: lowering water's freezing point, inhibiting rust, lubricating the water pump, and modifying coolant flow to reduce bubbling at the pump's impeller.

The mixture of water and anti-freeze is also worth discussing. Many sources recommend a 50%-50% mix of water and anti-freeze. This provides good anti-freeze protection—down to about -34 degrees F—but compromises hot-weather performance. As a cooling medium, water is assigned a value of 1.0; anti-freeze has a cooling value of 0.6. So, anti-freeze transfers heat only 60% as efficiently as water, making a 50-50 mix only 80% as effective as straight water. Here's the mathematical formula: percent water \times 1.0 + percent anti-freeze \times 0.6 = cooling-system efficiency. An equal mix of water and anti-freeze works out to $.50 \times 1.0 = .50$ plus $.50 \times 0.6 = .30$, or 80% effectiveness. In hot weather, consider using 75% water and 25% anti-freeze for 90% system effectiveness ($.75 \times 1.0 = .75$ plus $.25 \times 0.6 = .15$ equals 90%).

A final cooling-system trick is to improve the coolant with a heat-transfer chemical such as Water Wetter (Moss Part # 220-115). This product has flow modifiers that improve heat transfer between the coolant and metal. The manufacturer claims that Water Wetter can make a cooling system run as much as 15 degrees cooler. Many racers swear by it, and Water Wetter is yet another possibility for improving cooling-system performance.

The gist here is that cooling-system inspection and regular tune-up are good investments compared to the cost of overheating. Preventive maintenance and rudimentary troubleshooting can save the expense and headaches of a blown head gasket, warped head, and possibly worse. 

MGB Radiator Replacement

The smell of warm anti-freeze and the '62 MGB's right-pointing water temperature gauge indicated a serious cooling problem. Lifting the hood confirmed it: green wetness adhering to the soundproofing on the bonnet's underside.

This almost-40-year-old radiator had served well and recently survived a cross-country odyssey. However, the metal top-hose outlet had a small crack. Stop-leak minimized the problem but didn't cure our water loss. The dilemma was to rebuild the existing radiator or replace it with a new one. Regardless, an in-and-out is required. It's a relatively simple task that involves minimum loss of blood and takes about four hours, if everything goes to plan. (Quoted time from *British Leyland's Repair Time Schedules* [1976] is 1.1 hours, with a further hour allowed to drain, flush, and refill the radiator.) This article shows highlights of the job; refer to a service manual for more detailed information.

With the engine cool, begin by draining the coolant. Loosening the radiator cap expedites draining. Remove the lower hose if the radiator lacks a drain plug or petcock. (Removing the bottom hose often entails accessing the hose clamp from the bottom. If jacking up the front of the car, safely secure the vehicle on jackstands.) Capture and properly dispose of old coolant, which is toxic yet tasty to pets.

Unscrew the two support bars that affix the radiator to the inner fender. At this stage, we discovered the root of our problem: These supports were missing, and the radiator likely flexed under rough road conditions.

Remove the bolts that hold the radiator to its shroud—three down each side of the radiator (the topmost is longer than the others to accommodate the support bar). Next, undo the bolts that secure the shroud to the inner fenders (four bolts on the left side and five on the right).

If you don't have an oil cooler, the radiator can now be lifted out of the engine bay. If you have an oil cooler (as we did), then lift the shroud from the driver's side and slide the radiator out from beneath it. This avoids having to unfasten



1. Release the bolts that secure the radiator to the radiator support.



2. To avoid having to detach the oil-cooler lines, unbolt the driver's side of the radiator support.



3. Detach the radiator from its support/shroud and remove it from the engine bay.

the oil cooler lines, which pass through the driver's side of the radiator shroud. With the radiator removed, inspect your fan, fan belt, and water pump. You might also want to repaint your fan before replacing the radiator.

We thoroughly flushed the new radiator with clean water to remove any debris that might have accumulated during packing and shipping (including a dead spider). At this point, we noticed that the packing strips that cushion the radiator against the shroud had been installed incorrectly: two on one side and none on the other. This misaligned the radiator, which likely contributed to it cracking at the neck. We supplemented this job with new packing strips and also added a brass drain tap to the new radiator.

To ease installation, clamp the bottom hose to the new radiator before




4. We also chose to replace the packing spacers that mount to either side of the radiator support. Now's also a good time to replace the shroud's upper seal if necessary.



5. Replace the hoses as necessary before reinstalling the new or rebuilt radiator. Early MGB brass drain plugs can be retrofitted with a petcock to facilitate draining. Reinstall the radiator by reversing the disassembly process.

inserting it into the engine bay. Secure the packing strips using only two of the set-screws to hold the radiator to the shroud. Align everything carefully and replace the bolts that hold the shroud to the inner fenders.

We recommend greasing all captive nuts prior to installing the radiator and shroud in the car. Alternate sides when tightening the nuts to avoid damaging the threads.

The trickiest bit is attaching the bottom hose to the water-pump connecting pipe—space is rather restricted here. A liberal dose of WD-40 just inside the hose allowed it to slip onto the pipe fairly easily. Finish the job by replacing the two supports bars, making sure that the clamp that holds the cable-release outer casing is firmly attached to the left support's nut and locked into place. 

—Ken Smith

Winter 2003 Auction Encapsulation

Record Prices Paid For British Sports Cars

By Phil Skinner
Photography By Phil Skinner

One of the strongest collector-car markets in history has firmly embraced the British sports car. These vehicles' appeal seems to be at an all-time high.

We see three reasons for the increased interest and values of these beloved four-wheeled chariots:

1) Many of the models are becoming much harder to locate in any condition; 2) Restoration costs have continued to rise; 3) More people are discovering how much fun it is to own one of these cars and the exhilaration of driving them.

For 2003, the action started in Scottsdale, Arizona, in what's become known as the "Big 3" sales put on by Kruse International, Barrett-Jackson, and RM Auctions. A few weeks later, RM hosted a sale in Amelia Island, Florida, in conjunction with the annual Concours d'Elegance.

Kruse Scottsdale

Kruse International returned to the Midwestern style of auction action. Dean V. Kruse bought back the company that bears his family name from eBay, reportedly paying a dime on the dollar compared to the sale price in 1999. While British-born sports cars were well represented at this sale, no record prices were offered—the cars were slightly less than perfect. One of the highlights was a charming 1936 MG-PB roadster. Recently restored, but missing a few of the original components, this



Taking the crowd by storm, this very original and well-documented 1963 E-Type was a factory lightweight race car with plenty of history. Bidding reached the \$1,250,000 mark before the car was called sold at Amelia Island.

sharp little car (which bore a strong resemblance to a post-war TC) found a bid of \$22,000, which was turned down by its owner. On another front, an equally stunning and rarely seen 1960 Jaguar Mark II 4-door saloon was taken to the astronomical height of \$61,000 before the owner let the auctioneer know that they were nowhere near the reserve! A few oddball Brits included a 1936 AC Doctor's sedan and an interesting Morris Minor 1000 sedan, which found a new home at \$5,800.

Barrett-Jackson Scottsdale

A week later, Barrett-Jackson kicked off its festivities with a gala party celebrating Carroll Shelby's eightieth birthday. Again, British-built sports cars were among the hottest topics. The show-stopper turned out to be a 1957 Jaguar XK-SS. With a well-documented history from its first sale in Kansas as a new car up to the day it went over the block in Scottsdale, this sample of speed and elegance saw the highest bids offered at a B-J sale

in well over a decade. The bidding closed at \$950,000, but the reserve price hadn't been met. However, the intrepid sales team worked with the high bidder and seller to put a deal together a few days after the sale for a reported \$1.1 million.

E-Type Jaguars seemed to be at the top of the list for rapid appreciation. With restorations approaching the "spectacular" level, some of the finest British cars ever assembled were at this year's Barrett-Jackson. Just being accepted into this sale is becoming a competition among consignors with self-imposed limits to the numbers of any particular model accepted to a level they feel the market will bear. With only 750 sales slots available over the four-day extravaganza, buyers could rest assured that the quality of the vehicles was among the best available on the market.

Austin-Healey fans had an interesting selection, with prices holding steady for the past couple of years: One 3000 Mark III topped out at the \$40,000 mark. MGs found favor with many bidders. A pair of TDs both broke the \$25,000 mark, and later-model MGAs scored rather well with sales strong in the mid-teens. A sharp MGB in good—but not perfect—condition took a successful bid of \$6,500.

One of Barrett-Jackson's joys is the chance to see vehicles that aren't found at everyday collector-car auctions. This year was no disappointment: A sharp little three-wheel Reliant pickup from the early 1960s and an interesting 1953 Riley RMB saloon were both sold.

RM Scottsdale

Held on the same Friday afternoon as the Barrett-Jackson, the RM auction is considered a newcomer to the Scottsdale scene. Limited to just over 100 cars, the competition for consignments is keen for what's become vintage automobile's richest four hours in the Arizona desert. This year, American musclecars seemed to rule the roost, but several interesting entries had their origins in the UK.

The eleven E-Type Jaguars



With a recent restoration, this 1936 MG-PB roadster was a no-sale with a bid of \$22,000, a bit under the market.



Setting a near-record price for an MGB/GT coupe, this sharp red '67 was called sold with a bid of \$16,000 at the RM Amelia Island sale.



Sporting chrome wire wheels, excellent bodywork, and overall elegance, this 1953 XK120 roadster was under the market value with a bid of \$32,000.



A personal favorite at the RM Amelia Island sale was this 1966 Triumph TR4A with IRS, overdrive, and a Judson supercharger. It sold at a fair bid of \$18,000.



Despite a \$17,500 bid at the Kruse Rawhide sale, this 1962 Austin-Healey 3000 Mark III BJ-7 convertible was a no-sale.



Possibly setting a world-record for a 1960 MGA coupe, a bid of \$19,000 was called at the RM Amelia Island sale.



This 1952 MG-TD with its original powerplant was in fairly good condition and sold at a reasonable \$15,000 bid.



This AC Aceca coupe, fitted with the Bristol engine, was snapped up with a bid of \$45,000 at the RM Amelia Island sale.



Even though this 1959 XK150 drop-head coupe showed some lumpy bodywork, it was called sold for a \$25,000 bid.



An unusual find at Barrett-Jackson, this export-model 1954 Reliant Regal tri-wheel pickup traded hands when the bidding was closed at \$10,000.



A bid of \$32,000 was enough for this restored-to-road-ready rather than concours-condition 1951 XK120 roadster.



This dark green 1952 MG-TD had been fitted with a Chevrolet V-6. It was a no-sale with a bid of \$25,000.

included a pair of very early flat-floor models—both with outside bonnet latches, and both in relatively decent condition. On the other end of the spectrum was a trio of Series III V-12 convertibles, all of which sold for good money at or near the \$40,000 mark. Four earlier XKs were also on hand, including a rare 120-SE that had seen plenty of track time, but was still in presentable condition. It bid to \$42,000, which was a little short of the reserve. With prices of prime examples topping the \$100K level recently, those early models are a thrill to drive, but with escalating values, owners are beginning to seriously

protect their investments. Even a rather lumpy-looking XK150 was able to fetch a healthy \$25,000 bid.

Overall sales of the RM Scottsdale auction at the Biltmore were off a little this year, due to the lack of major multi-million dollar sales. However, this company's biggest British-based asset is auctioneer Peter Bainbridge, who has now become accustomed to working in America—and hasn't asked for bids in pounds rather than dollars in a while.

RM Amelia Island


One final winter auction of importance was the RM sale at

Amelia Island, Florida. Held on the ocean front plateau of this top-dollar complex and in conjunction with what has quickly become the second most prestigious Concours d'Elegance in the United States (lagging only behind Pebble Beach), this event is probably the most highly regarded auction on the eastern seaboard.

The richest lot to trade hands here was a well-documented, "barn-find" E-Type "lightweight" race car. Still sporting a few dings, this historic and sleek roadster, fitted with its original factory hardtop, was estimated to top the million-dollar mark. When the auctioneer's hammer hit the podium, it posted a final bid of \$1,250,000, plus the nominal 10% buyer's premium.

Topping the list of "most like to have driven home" was an interesting TR4A. This special convertible was a hard-to-find IRS model with an overdrive transmission and a Judson supercharger. Finished in black, inside and out, this jewel sounded like she was ready to zip down the Florida coastline all the way to the end of the Keys. Featuring straight body panels and a strong set of mechanics, the selling bid of \$18,000 was a bargain at Amelia Island prices.

A pair of XK120s were also well received at this sale. A black 1951 edition with red leather seating brought the bidding to a healthy \$56,000. A trio of 1967 E-Type convertibles sold at rather strong prices—\$57K to \$87K each. However, the most surprising sale was a top-notch Austin-Healey 3000 Mark III. Exemplifying the word "perfection," it sold at \$62,000, plus the 10% premium. Overall, RM's performance with British-built sports cars seems to have set the trend that others will follow.

For the rest of 2003, the market may see some ups and downs, pending world uncertainties. However, as enthusiasts continue to discover the thrill and excitement of breezing down the road with the wind in their hair, prices will remain strong. More drivers are using these cars as their private escape roads from the pressures and reality of day-to-day life. 

British Sports Car Auction Results, Winter 2003

YEAR MODEL	CONDITION	HIGH BID	YEAR MODEL	CONDITION	HIGH BID	YEAR MODEL	CONDITION	HIGH BID			
ACECA			1961	E-Type Series I/3.8 2-dr conv. (flat-floor, hood latch)	2	\$38,000*	MG				
1953	Model L 2-dr Doctor's coupe (RHD)	3 \$30,000*	1962	E-Type Series I/3.8 2-dr conv. (flat-floor)	2	\$52,500	1936	PB 2-dr roadster (RHD)	2-	\$22,000*	
1956	Bristol 2-dr roadster	3+ \$75,000	1963	E-Type Series I/3.8 2-dr coupe	2+	\$59,000	1952	TD 2-dr roadster (w/Chev V-6)	2	\$27,000*	
1960	Bristol 2-dr coupe	3 \$45,000	1963	E-Type Series I Lightweight conv.	3	\$1,250,000	1952	TD 2-dr roadster	2	\$24,000	
ASTON-MARTIN			1963	E-Type Series I/3.8 2-dr conv.	1	\$87,500	1952	TD 2-dr roadster	3	\$15,000	
1967	DB-6 Vantage 2-dr conv.	1- \$115,000	1964	E-Type Series I/4.2 2-dr conv.	1	\$97,000*	1952	TD 2-dr roadster	2	\$13,000	
1982	Volante DB-7 2-dr	3 \$32,000*	1964	E-Type Series I/4.2 2-dr coupe	2	\$33,500*	1953	TD 2-dr roadster	2+	\$24,500	
1986	Volante 2-dr conv.	2+ \$56,000	1965	D-type 2-dr roadster replica (Temporo coachworks)	2	\$85,000	1958	"A" 2-dr coupe	2	\$13,500*	
1997	DB-7 Vantage 2-dr conv.	2 \$46,000	1965	E-Type Series I/4.2 2-dr conv.	1	\$83,000	1959	"A" 2-dr roadster	1	\$17,000*	
AUSTIN			1966	E-Type Series I/4.2 2-dr conv.	1	\$110,000*	1960	A-1600 Mark I 2-dr roadster	2	\$23,000	
1938	"Seven" 2-dr touring (RHD)	3 \$6,600*	1966	E-Type Series I/4.2 2-dr conv. (5,446 mi.)	3	\$26,000*	1960	A-1600 2-dr coupe	1	\$19,000	
AUSTIN-HEALEY			1967	E-Type Series I/4.2 2-dr conv.	1	\$87,000	1960	MG-A 1600 2-dr roadster	3	\$9,300	
1956	100-M BN-2 2-dr roadster	2 \$42,000	1967	E-Type Series I/4.2 2-dr conv.	1	\$77,000	1961	"A" 2-dr roadster	2	\$14,500	
1958	100-6 BN/6 2-dr roadster	1- \$39,000*	1967	E-Type Series I/4.2 2-dr conv.	1	\$76,000	1961	"A" 2-dr roadster	3	\$11,000	
1959	Bugeye Sprite 2-dr roadster	2 \$9,300	1967	E-Type Series I/4.2 2-dr conv.	2	\$57,000	1965	B 2-dr conv.	2	\$17,000	
1960	3000 Mark I 2+2 2-dr roadster	1 \$36,500*	1968	E-Type Series I.5/4.2 2-dr conv.	2	\$43,000*	1967	B-GT 2-dr coupe	3+	\$16,000	
1960	3000 Mark I BN-72-dr roadster	1 \$35,000*	1968	E-Type Series 1.5/4.2 2-dr conv.	1-	\$39,000	1970	MG-B/GT2-dr coupe	3+	\$4,050	
1961	3000 Mark II BT-7 2-dr roadster	2 \$30,000	1968	E-Type Series 1.5/4.2 2-dr conv.	3+	\$40,000	1971	MG B/GT2-dr coupe	3	\$4,600	
1961	3000 Mark II BT-7 2-dr roadster	2 \$13,500	1969	E-Type Series II/4.2 2-dr conv.	2	\$32,000*	1977	"B" 2-dr conv. (w/HT)	4-	\$2,100	
1962	3000 Mark II BT-7 2-dr roadster	2 \$36,000	1969	E-Type Series II/4.2 2-dr conv.	2	\$28,000	1979	"B" Limited Edition 2-dr conv.	2	\$6,500	
1962	3000 Mark III BJ-7 2-dr conv.	3 \$17,500*	1969	E-Type 2+2 Series II 4.2 2-dr coupe	2	\$15,750	MORGAN				
1963	3000 Mark II BJ-7 2-dr roadster	2 \$40,000	1970	E-Type Series II/4.2 2-dr conv.	1-	\$85,000*	1961	Plus 4 Super Sport 2-dr roadster	2	\$46,000	
1964	3000 Mark III 2-dr conv.	1 \$62,000	1970	E-Type Series II/4.2 2-dr conv.	2	\$31,000	MORRIS				
1965	3000 Mark III BJ8 2-dr conv.	3- \$26,500	1973	E-Type Series III V-12 2-dr conv.	2	\$44,000*	1956	Minor 1000 2-dr station wagon (RHD, Pro Street)	1	\$20,000	
1967	3000 Mark III BJ8 2-dr	1 \$53,000	1974	E-Type Series III/V-12 2-dr conv. (w/snrf HT)	2	\$42,000	1967	Minor 1000 2-dr sedan (RHD)	3	\$5,800	
1967	3000 Mark III BJ-8 2-dr conv.	2 \$37,000	1974	E-Type Series III/V-12 2-dr conv.	3+	\$40,000	PANTHER				
1967	3000 Mark III BJ-8 2-dr conv.	2 \$28,000*	1974	E-Type Series III V-12 2-dr conv.	3	\$27,500	1977	J-72 SS-100 2-dr coupe (neo-classic, Jaguar 4.2L)	3	\$17,000*	
BERKLEY			1975	E-Type Series III/V-12 2-dr conv.	3	\$24,500	RELIANT				
1958	Series 100 2-dr roadster	4 \$5,000*	1975	XJ-6C 2-dr coupe	3	\$11,800	1954	Regal 2-dr conv.	3	\$10,000	
JAGUAR			1975	XJ-6C 2-dr coupe	3	\$5,100	TRIUMPH				
1950	XK-120 2-dr roadster	2 \$46,000	1989	XJS V-12 2-dr coupe	3	\$11,000	1966	TR-4A/IRS 2-dr conv. (Judson S/C)	2	\$18,000	
1951	XK-120 2-dr roadster	3 \$32,000	1989	XJS V-12 2-dr coupe	3	\$4,100	1979	TR-7 2-dr conv.	3	\$6,400	
1952	XK-120 2-dr roadster	3 \$51,000	1990	XJ-S 2-dr conv.	2	\$13,200					
1953	XK-120 2-dr roadster	1- \$61,000	1992	XJR-15 2-dr coupe	1	\$135,000*	<i>Kruse sold this 1967 Morris Minor 1000 sedan at a bid of \$5,800—very strong despite the right-hand-driver setup.</i>				
1953	XK-120 roadster	2 \$32,000*	1992	XJ-SC 2-dr conv.	3	\$18,500	**Reportedly sold in post-auction transaction for \$1,100,000, plus 8% buyer's premium				
1953	XK-120 2-dr coupe	2 \$42,000	1993	XJR-15 2-dr coupe	1	\$190,000	* = No Sale				
1954	XK-120 2-dr roadster	2+ \$56,000	1996	XJ-12 4-dr sedan (snrf)	3	\$11,000	Condition Guide				
1954	XK-120 2-dr roadster	2 \$54,000	1998	XJR V-12 4-dr sedan (snrf)	2	\$30,000*	1: Outstanding, concours-quality, 95-100 points				
1954	XK-120-SE 2-dr roadster (race car)	2 \$42,000*									
1955	XK-140-MC 2-dr drop-head coupe	1 \$64,000									
1956	XK-140 2-dr drop-head coupe	2 \$38,000									
1956	XK-140-MC 2-dr roadster	2 \$78,000									
1957	XK-SS 2-dr roadster	2 \$950,000**									
1959	XK-150 2-dr drop-head coupe	3- \$25,000									
1960	Mark II 4-dr sedan	2 \$61,000*									
1960	Mark II 4-dr sedan	3 \$15,000									
1961	E-Type Series I/3.8 2-dr conv. (flat-floor, works car)	2 \$110,000*									
1961	E-Type Series I/3.8 2-dr conv. (flat-floor, hood latch)	2 \$43,000									



Kruse sold this 1967 Morris Minor 1000 sedan at a bid of \$5,800—very strong despite the right-hand-driver setup.

**Reportedly sold in post-auction transaction for \$1,100,000, plus 8% buyer's premium

*** = No Sale**

Condition Guide

1: Outstanding, concours-quality, 95-100 points

2: Very good, small flaws, 85-95 points

3: Good, driver, 75-85 points

4: Fair, very flawed, 60-75 points

5: Poor, parts car

2003 Event Calendar

MAY

May 16-18: Silver Anniversary, Southern California MG Club, Solvang, CA, (626) 335-9406, solvang@scmgc.org

May 16-18: Houston Classic Collector Car Auction, Katy, TX, (866) 762-8284, www.rmauctions.com

May 17: British Motorcar Day, Braselton, GA, (770) 804-9380, www.atlantabritishmotorcardy.com

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

May 18: Annual British Car Show, Easton, OH, (740) 363-2203, http://members.aol.com/britsateaston

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

May 19: All British Motorcar Show & Swap, Dixon, CA, (916) 488-9628, www.UBSCC.org

May 23-25: Champagne British Car Festival, Urbana, IL, (217) 359-6792, www.wvbscc.org/cbcf/

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

May 24-June 1: British Car Week, Drive Your British Car, Scott Helms, http://users.arczip.com/zntech/britishcarweek.html

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

May 31: British Motor Classics & Automotive Art Show, Millville, NJ, (856) 696-5528, www.bmcnsj.org

May 31: Brits at Hope Lodge, Fort Washington, PA, (610) 825-2617, www.delvaltrs.org

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 1: Red Mill British Car Day, Clinton, NJ, (908) 713-6251

June 1: All British Car Day, Honolulu, HI, (808) 531-2023, hhenderson@insurlawhawaii.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 6-8: Gold Cup Historic Races, Danville, VA, (434) 822-7700, www.virclub.com

June 6-8: Jaguar Day on the Village Green, Carson Valley, NV, (775) 588-6702, www.renojaguarclub.com

June 6-8: MG Rallye Glenwood Springs, Glenwood Springs, CO, (970) 225-6767, www.mgcc.org

June 7: Marques On The Green, Louisville, KY, (502) 239-8343, www.britishsportscarclub.com

June 7: British Field Day, Salt Lake City, UT, partsmaster4@sisna.com

June 7: Heartland MG Regional, St. Joseph, MO, http://heartlandmg.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, www.mgclub.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 15: British Car Field Day, Sussex, WI, (262) 521-1072, john.stockinger@gte.net

June 15: All British Field Meet, Hayward, CA, Jon Becker, (925) 689-4005, 5beckers@msn.com

June 15: Original British Car Day, Gaithersburg, MD, John Tokar, (301) 831-5300, tokarj@erols.com

June 19-21: TRA 2003 National TRA 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 4-6: Rally in the Valley, Okanagan Valley, BC, Canada, www.obcc.ca/ritv.htm

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

July 7-11: Healey Rendezvous 2003, Eureka, CA, (604) 261-1164, karen@telus.net

July 10-13: MGC Register CBA MK XXIII, Davis, WV, Richard

Stephenson, (304) 372-3603, rsstephe@citynet.net

July 11-13: British Car Days Across the Bridge, Prince Edward Island, Canada, Bob Bentley, (902) 964-3294, www.bmapei.com

July 13: British Car Day, Cincinnati, OH, Bob Merten, (513) 941-4911, http://members.aol.com/BCGC/index.html

July 13: Lanco MG Club British Invasion, Gettysburg, PA, Ralph Eriksen, (717) 979-9242, ralph.eriksen@fedex.com

July 14-18: GT28 MGA event, Welches, OR, Dennis Torgeson, (360) 892-0890, dtptorg@pacifier.com, www.colu.mbiagorgemgaclub.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 19-20: Pittsburgh Vintage Grand Prix, Pittsburgh, PA, Charley Braum, (412) 471-7847, www.pittsburghvintagegrandprix.com

July 20: All British Car Show, Ventura, CA, Don Cole, (805) 482-9636

July 20: Brits in the Park, Lindsay, Ontario, Canada, Helen Fowler, (705) 652-3658, helenhcd@aol.com

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

July 26: All British Field Meet, Bellevue, WA, (425) 644-7874, www.abfm.com

July 26: Triumphs Around the Chesapeake, Lake Shore, MD, Gary Klein, Britsbythebay@tracltd.org

July 27: British Car Show, Lakewood, NJ, Paul Johnson, (732) 681-1686, J5MKAA@aol.com

July 31: A-H Club of America NE Region Summit '03, Jackson, NH, www.ahnesummit.cjb.net

AUGUST

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

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

August 3: Vintage Sports Car Show, Milwaukee, WI, Bill Boyd, (262) 377-7943, dahanson@execpc.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 10: All Triumph Drive-In, Welches, OR, (503) 591-0103, www.PortlandTriumph.org

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 16: Alpine Loop Drive, Park City, UT, Bruce Schilling, partsmaster4@sisna.com

August 16-17: Heartland British Autofest, Davenport, IA, Naomi Swanson, (309) 764-1423, <http://qcbac.home.mchsi.com>

August 22-24: MG Drive-In, Stratton Mountain, VT, (908) 713-6251, mgdriversclub@hotmail.com

August 24: A Taste of Britain Auto Show & Polo Match (all British cars and motorcycles), Lancaster, PA, Sally Harbold, (717) 292-0579, sh88keys@earthlink.net

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 6-7: Rocky Mountain Vintage Racing, La Junta Raceway, La Junta, CO, (970) 586-6366, www.rmv.com

September 7: British Car Festival, Palos Hills, IL, Rey Navarro, (708) 442-7380

September 13: Moss Motors/E. NY MGA Club, NJ Triumph Assoc., A-H Sports & Touring Club Fallfest, Dover, NJ, Lawrence Gersten, (908) 879-3993, austhealey@aol.com

September 13: ICA Sioux Falls Collector Car Auction, Sioux Falls, SD, (800) BID-1957, www.icauctions.com

September 13-14: 24th Annual British Car Meet, Palo Alto, CA, Rick Feibusch, rfeibusch1@earthlink.net, (310) 392-6605.

September 13-14: Run To The Gorge, Fife, WA, (425) 644-7874, www.abfm.com

September 14: Long Island Triumph Association 9/11 Remembrance Car Show, Long Island, NY, <http://longislandtriumph.org>

September 14: Battle of the Brits, Sterling Heights, MI, Sue Snyder, (586) 979-4875, <http://detroittriumph.org>

September 14: North Coast Triumph Assoc. British Car Show, Warren, OH, Terri Joles, (440) 639-0477

September 19-21: Northwest Austin-Healey Meet, Kelowna, BC, Canada, (604) 984-0179, andyturner@shaw.ca

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

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

September 20: American MGB Association Meet 2003, Titusville, FL, (800) 723-6464, meet@mgclub.org

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

September 27: British Car Day at the Shakespeare Festival, Montgomery, AL, Ron & Lynn Pardo, (334) 857-2699, www.clubshemmings.com/bmcmontgomery

September 27: MGs on the Rocks, Bel Air, MD, Richard Liddick, (410) 817-6862, rgl2mgbgt@aol.com

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

September 28: British Car Club of Delaware Event, Newcastle, DE, Mike Grieco, (302) 328-7702, griecoma@hotmail.com

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

OCTOBER

October 3: Jaguar Drivers Club of North Texas Concours, Dallas, TX, P. Ward, (972) 233-2336, jagsndogs1@aol.com

October 4-5: Detroit Triumph Sportscar Club Michigan British Reliability Run, Marshall, MI, Blake Discher, www.mibrr.com

October 5: British Car Day, San Diego, CA, www.sandiegobritishcarday.org

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

October 11-12: Seaside Highland Games, Ventura, CA, Chip Robinson, (818) 899-8647, ltcol@earthlink.net

October 12: Valley British Auto Festival Benefit, Clovis, CA, Marty, (559) 439-5062, www.valleybritish.org

October 16-19: Triumphfest, Riverside, CA, Greg Taylor, (562) 430-2935, tricat3@att.net

October 18: Tampa Bay A-H Club All British Field Meet & Autojumble, Tampa, FL, Marion S. Brantley, (727) 867-7129, mbran89793@aol.com

October 18: Houston MG Car Club All British Motor Vehicle Expo, Houston, TX, Ed Rosenquist, (936) 449-9029, kedmgcars@aol.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 9: British Emporium Autumn Classic, Grapevine, TX, James Pikulinski, (817) 416-1889, www.britishemporium.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 28-30: ICA Thanksgiving Collector Car Auction, Gilbert, AZ, (800) BID-1957, www.icauctions.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

Fall 2003 issue: May 23, 2003
Winter 2003 issue:
September 12, 2003

CarMart

AUSTIN-HEALEY



1956 100/4: 4-speed OD, new paint, interior, most chrome, wiring, brakes & more, engine rebuilt by orig. owner to manufacturer's spec. \$39,995 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA.

1960 Bugeye: Complete, rust-free, runs good. \$7,000, (310) 540-2078, CA.



1960 Sprite: very nice orig. restored car. \$12,995 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA



1961 3000 Mk I: New Moss interior, carpet, top, tonneau, car cover, tires, brakes, rust-free Southern car in excellent cond., runs and drives beautifully. Asking \$19,750, (864) 227-8012, SC.

JAGUAR



1986 XJ6: orig. paint, no leaks, no overheating, no rust, everything works, exc. 100K car. \$6,995, (760) 742-3619 (d), (760) 742-3710 (n), CA.

MG

1954 MG TF: gun-metal silver, red interior, completely restored, everything new or redone, frame-off, a gorgeous car. Asking \$18,000 OBO, (330) 896-0639, OH.



1959 MGA: roadster, 1-year-old frame-off resto, new paint, oversize radiator, powdercoated wheels, new upholstery, carpets, windshield, motor and trans completely rebuilt, hydraulics rebuilt, gas tank sealed, new tires, oil cooler, runs great, ready for fun & show. \$13,500, John, (818) 952-0462, email: jeparady@aol.com, CA.



1966 MGB: Improved, excellent cond., rebuilt while limited driving, improvements: wind screen, center arm rest/storage bin, electronic ignition, engine ported and relieved, many parts powdercoated. Asking \$9,995, (805) 966-7108, camdans@cox.net, CA.



1970 MGB: California car, owned for past 20 years, frame-up resto, everything new, always garaged, no rust, have soft top, show-winner. \$12,500, (661) 992-1608, CA.



1971 MGB-GT: Maize w/black interior, very good cond., 48K original miles, no rust, all new: brakes, water pump, fuel pump, exhaust system; garaged, driven only recreationally, runs well, AM/FM/cassette, original radio. Best offer over \$5,000, (614) 236-4754, OH.

1972 MG Midget MK III: maroon w/black int., good cond. all around, stored 15 years, 88,700 miles, an economy car before its time! \$2,800, (415) 897-2765, CA.



1974 MGB: Very good cond., recent paint, white w/tan interior, interior in good cond., runs great, ready for fun. Asking \$6,500, (559) 924-6358, lemans67_99@yahoo.com, CA.



1974 MG Midget: New upholstery and soundproofing, new exhaust, new dash cover, rollbar, trunk rack, new carb and air filter, no dents or rust, extra parts: dual carbs, windshield assembly. \$1,500, (530) 644-3539, CA.



1974 1/2 MGB-GT: Only about 1,200 of this model were imported to the USA, solid car, excellent engine, garaged. \$6,500, (909) 624-1666 (n), CA.



1979 MGB: 22,000 original miles, adult owned, no rust or bodywork, very nice original cond., does not need restoring. \$9,000 firm, (814) 466-3045, sfeaster51@aol.com, PA.

TRIUMPH



1955 TR2: TR4 engine/trans, excellent cond., constant upgrades by orig. owner for 47 years, must sell. \$24,995 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA.



1960 TR3B: 4-speed OD, white/blue int., orig. hardtop, new aftermarket right main seal, a nice original and driving car, must sell! \$14,995 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA.



1974 TR6: exceptionally clean, 88K miles, burl dash, near new upholstery, electronic ignition, beautiful car, looks like new. Asking \$14,000, (805) 646-6828, CA.



OTHER

1950 Riley Drop-head Coupe: 88K miles, 2.5L, CA black plate, rust-free, older restoration, runs good. \$15,000, (310) 540-2078, CA.



1953 Morris Minor Woody Wagon: RHD, Nissan drivetrain, cruises highway speed all day, fun driver, moving. \$13,995 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA.



1961 Morgan +4: 1 of 425 produced, drop-head coupe, 3-position top, wire wheels, disc brakes, LHD, the proper TR3 motor, Moss gearbox, complete car, good driver, video tape of car available. \$12,500, David, (330) 745-0759, OH.



1964 Mini Cooper: Cabriolet, rare model, show cond., call for details. \$22,500, (760) 845-5008, CA.



1963 Morgan +4: oil cooler, RHD, exc. cond. \$22,000, (661) 325-7229, CA.



1965 Sunbeam Tiger: 289 .060-over, C4 trans, have orig. 4-speed, factory hardtop, lots of extra parts, moving, \$22,000 OBO, (760) 742-3619 (d), (760) 742-3710 (n), CA. 🇬🇧

All private-party classified ads are now \$25 per car, photo included. Please send ad, photo, and remittance to Car Mart, *British Motoring*, 440 Rutherford St., Goleta, CA 93117. Please limit text to 30 words and include an asking price. If paying by credit card, please include account number and expiration date. Non-returnable photo requirements: print or slide (preferably color) or a print-quality digital image on disc or CD at a minimum three megapixels (2048x1536 pixels or 5x7 inches @ 300 dpi), TIFF, Photoshop (PSD), JPEG, or EPS formats (no GIFs, please). All submissions must be received for the next issue by June 20, 2003. Cars only, no parts. For exporter and dealer advertising information, please call (805) 529-1923 x203.

2003 VARA/Moss British Extravaganza Results

Car Show

Other British Open: 1) Jim & Marilyn Judd, 1951 Bentley Mk VI; 2) Dennis Ortenberger, 1960 Lotus Elite

Other British Closed: 1) Valerie Heatherington, 1966 Morris Minor; 2) Pat Harrelson, 1963 Elva Courier

Early MG: 1) John Barnard, 1948 MGTC; 2) Sandra Stone, 1958 MGA

Late MG: 1) Jay Cohen, 1980 MGB Limited Edition; 2) Wally Freeman, 1979 MGB

Early Triumph: 1) Bob & Pat Brock, 1959 TR3A; 2) Bob Prieve, 1960 TR3A

Late Triumph: Randy Torno, 1980 TR7

Sprite & Midgets: 1) Mike Maclean, 1960 A-H Sprite; 2) Ed Lishka, 1974 MG Midget

Jaguar: 1) Linda Freeman, 1972 E-Type; 2) Gary Anderson, 1964 Mk II

Big Healeys: 1) Jim Heit, 1963. 3000; 2) Al Adams, 1963 BJ7

Mini: 1) Gerald Allen, 67 Austin Cooper

Competition Cars: Joe Buchmiller, 1955 TF 1500

Miatas: Best M1: Richard Gondeck; Best M2: Linda Day

Slalom: 1) Jeff Garstecki, Viper: 40.93 sec.; 2) Richard Gondeck, Miata: 43.54 sec.; 3) Andy Graves, MGB: 43.64 sec.

Funkhana: 1) Mary Jo Riccomini, A-H Sprite; 2) Phil Anderson, A-H Sprite



VARA Racing

Mini/Sprite Challenge

- 1) Efrain Olivares, Sprite, EP Class
- 2) Bruce Elkind, Sprite, EP Class
- 3) Gerald Allen, Sprite, EP Class

MG/Triumph Challenge

- 1) John Wilkins, Spitfire, EP Class
- 2) Mordy Dunst, TR4A, EP Class
- 3) Chuck Gee, Spitfire, EP3 Class

Group 1

- 1) Scott Crawford, Austin Mini Cooper, FPMini Class
- 2) Joseph Slam, Spitfire, FP Class
- 3) Alan Berry, Morris Mini Cooper, FPMini Class

Group 2

- 1) Gregory Weirick, Camaro, A5 Class
- 2) Tommy Thompson, Corvette, AP3 Class
- 3) Jim Jerd, Corvette, BP1 Class

Group 3

- 1) Leonard Scott, Porsche 911S, CP Class
- 2) Brian O'Shaughnessy, Porsche 911S, CP Class
- 3) Wayne Graham, Jaguar XKE, CPX Class

Group 4

- 1) Peter Giddings, Alfa Romeo, Historic Class
- 2) Charles McCabe, Bugatti Type 59, Historic Class
- 3) Brian Blain, National AC, Historic Class

Group 5

- 1) Chuck Pittenger, Titan, FF Class
- 2) Todd Strong, Titan Mk6, FF Class
- 3) Robert Brown, Royale RP-16, FF Class

Group 6

- 1) John Wilkins, Spitfire, EP Class
- 2) Josh Rodenbush, Volvo P1800S, EP Class
- 3) Daniel Martinez, Spitfire, EP Class

Group 7

- 1) Dan Longacre, Ralt RT-5, FSV3 Class
- 2) Brian Blain, March 742, F2 Class
- 3) Tony Holden, March, FSV3 Class

Group 8

- 1) Tim Harris, Lynx, FV Class
- 2) Rex Linde, Caldwell D13, FV Class
- 3) Peter Hampson, Caldwell D13, FV Class 🇬🇧