



# BRITISH MOTORING

MOSS MOTORS LTD. | VOL 21 | NO 3 | FALL 2003

## No. 106: America's Most Notorious Healey



Cross-Country TR3A



The "Wheel" Deal: Jag Spokers  
Choose the Best Car Cover  
Fall Events Calendar



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# BRITISH MOTORING

MOSS MOTORS LTD.  
VOL 21 | NO 3 | FALL 2003

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## ON THE COVER:

Jim Gregg brought #106, the notorious '57 Healey 100-6 Works-inspired Rally Car, to the VARA/Moss British Extravaganza this past May. Tom Morr triggered the shutter on the Buttonwillow Raceway track while Leonard Emanuelson piloted the diesel Excursion photo vehicle. See more of this amazing car beginning on page 12.

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# Editorial

## British Car Shows Breed Better Stories

### “Get in your car and go to a show.”

This editorial was going to be a harangue about the lack of a truly big British car day in Southern California. We have as high a population of British classics here as anywhere in the U.S., yet it's been years since Southern California could muster 500 cars all on the same day.

However, to preempt the

inevitable yawns, allow me to interrupt it with an anecdote. Several years ago, we had a car show. There were all sorts of happy people having a good time. One of them, hoping to impress her boyfriend no doubt, wanted to borrow my car. She wore me down, and somewhere later in the evening I acquiesced and gave her the key.

Several minutes passed before it became evident that something was wrong. The car had not moved. Eventually, the boyfriend hopped

out and headed our way. I turned to the guys. “I’ll bet they can’t figure out how to start it.” Boyfriend sheepishly approached and in an aside asked how to start the car.

The car in this case was equipped with a Weber carburetor. Webers have no need for a choke, and even if it had one, it would not be automatic. Our young couple simply turned the key and waited for the computer to start the engine as if it were a modern car. I explained about pumping the gas and using the accelerator pump to keep it

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running. A few seconds later we heard the engine fire.

After sitting a while with the engine running but no motion, boyfriend hops out and heads our way again. "Five bucks says they can't find the headlights." As if on cue, boyfriend asks, "Where is the headlight switch?" I explained the push-pull switch on the dash, but neglected to mention the unlabeled blue light in the tach, or the dimmer switch on the floor.


By this time a small audience had gathered. I'm not known for handing my keys to twenty-somethings, so folks were curious. We watched the headlights come to life, and as the car pulled out, it was evident that the high beams were on. "I bet they a) don't know the high beams are on, and b) don't know how to dim them."

Several minutes later the car returned unharmed. The kids were delighted. They waxed euphoric about the positive response on the road. Apparently, people flashed their lights and waved as our intrepid motorists

passed. I'll bet they did—that car has a set of 7" halogen headlights with deluxe paint-melting bulbs. After the happy couple explaining their newfound popularity, the peanut gallery just about died laughing.

That story lasted for years. I used it to tease the poor kid, holding it over her head. "Be nice or I'll write about what happened." When I look back at the best times I've had in a British car, there's always an element of people

with disparate lives gathered together for a brief but memorable time.

The moral to all this is simple. Today there are plenty of smaller shows in our area, and many more to choose from around the country. If you neglect to attend a show this summer, remember, the best British car stories often happen at British car shows. It only takes one to make the event worthwhile. Get in your car and go to a show.  —Robert Goldman



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# Reader Letters

## Auction Reaction

My two-cents' worth: The magazine is quite beautiful in layout; the content reminds me of *Road & Track* in the fifties. Except *British Motoring* is rich with color and INSANE with Prices of such Idiomatic Excess that I wonder how anybody Stupid enough to PAY those prices ever had the wits to get that much MONEY in the FIRST place. Absolutely LUDICROUS. Who ARE these bozos?

My first car was a 1923 Nash Roadster, which I bought for \$15 in 1947 and drove to high school. Since then I've owned and slaved over Rolls, Bentleys, Allards, all sorts of Jaguars, old BMWs, Morgan trikes, Veritas, Dynas, Ranhards, DKWs, various old Fiats, Cadillacs, Packards, Triumphs, even two front-wheel-drive BSA roadsters—perhaps 200 over the past 56 years.

Although I could "afford" it, I wouldn't DREAM of spending current (claimed) auction prices for the same Crotchety Makes/Models that used to go BEGGING for Buyers at FRACTIONS of the prices these Nutcases purportedly pay at these auctions. Who audits these deals? Is it possible "A" might sell his car to "B" for a million and buy "B"'s car for a million, thus establishing a 50% rise in the "value" of each other's cars? Then offer the cars at the next auction for a million-plus? (Think Enron.) Who are these moron "investor enthusiasts" and why aren't they calling me to buy my good-running, fun, GENUINE old-time 1972 Spitfire sports roadster once pittance-priced here in the classifieds?

Or is my poor little Spitfire really not as good a "deal" for \$1,750 drive-away as the \$140,000 "XK140" (which appears by the windshield design to be



a 150)? Idea: How about polishing this diatribe and printing it? For, like, you know, some reality? Million-dollar auction cars? Idiots.

—Gordon Anderson, Seattle, WA

*The only polishing we did was to delete a few well-placed obscenities to avoid offending our fine customers in Utah. And we would've loved to have publish Gordon's political-commentary cartoons that accompanied his lovely typewriter-written letter, but they dealt with Clinton, Lewinsky, Bush, "Kenny Boy" Lay, and terrorists—but nothing directed at the Mother Country.*

## Resto-Mod Mania

I've owned sportscars over the years, many of them British. When I had my BMW 2002, Alfa Spider, or 240Z, I spent a lot of time reading about performance and handling upgrades. Last year, I bought a chrome-bumper MGB. I started reading *British Motoring*, but I realized something: British car owners always talk about originality whereas owners of other marques talk about modern upgrades. The first thing I put on my B was electronic ignition—why wouldn't you? I'd like to see more articles on how to make the cars more modern, fun, and safe. Sorry, gang, I love my B, but I want really good brakes.

—Stewart Grant, Los Angeles, CA

*Some owners look at their cars as investments, and keeping them as original as possible usually enhances their value. However, those who actually enjoy driving regularly (we caution against driving while irregular) owe it to themselves to investigate modern technology for their classic tin. We'll continue to show how to increase these cars' fun factors with aftermarket upgrades. Safe to say that brake-tech stories are in the werks.*


## More Auction Abuse

The 2002 Auction Overview (Spring 2003) was interesting but doesn't tell the whole story. It depends on if one is

into British sportscars for investment/profit or motoring/tinkering/enjoyment. These auction houses suck off the hobby. Even auto shows are a bore—not the cars but the people who run these stupid things. While it's nice to have a clean car that reflects careful attention to the mechanicals, fussing over fly-poop on the carrozzeria is not what sport-motoring is about. My cars are valued above money. I enjoy working on them, driving them, and having others enjoy them as well. I believe that Jaguars are nothing but fast trucks (per Enzo, I believe).

The auction article mentioned an MG-TC that "brought only \$14,000" because it had an incorrect steering wheel. Try to get an original TC steering wheel or front fenders from Moss—so much for accurate attention to restoring our cars.

Snobbishness has entered the MGB cult as well. I own both black-nosed and chrome-bumpered jobs, and a curse seems to have been laid on the rubber-nosed mechanized bedpans by those who feel superior to anyone who isn't motoring in a 1960's effort. They both have their short-falls, but nothing to do with their bumper styles. I use my '80 MGB as a daily runner and still find it fun and exciting after 23 years. While not as magnetic as my '53 FN Mk II LeMans (ex-Sebring team car to the #9 winner), I can use the MGB without fear of flogging it off to the fattest cat in the bidding department.

—George Waltman, Long Valley, NJ 

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).

# Readers' Cars



## Poway Ground-Pounder

Bret Duff of Poway, California, bought his '78 MGB from someone who "didn't have a clue about the ins and outs of British car ownership." Barely operational when the title was transferred, the MG's gremlins are now gone. Bret redid the interior with a carpet kit, CD stereo, and wooden steering wheel, he lowered the suspension, and attended to minor under-bonnet issues. Next up is pulling the engine and trans for a rebuild and 4-speed OD or 5-speed swap to make the car more freeway-friendly. Bret says that 3-year-old co-pilot Julia "really enjoys all of the attention she gets when we drive around on a sunny day with the top down." Follow the car's progress at <http://home.earthlink.net/~bretduff>.



## Marin County Cruiser

"My father bought this TC in 1952 while living in Berkeley," Steve Berger writes. "He drove it to work every day and also won a number of local rallies. Then the kids came along and the TC got put in the back of the garage for weekend driving only. My brothers and I would all pile in and off we'd go!" The car was in rough shape when Steve inherited it, and he spent a year doing a total restoration. "There are

a lot of very expensive cars here in Marin County, and none can arouse the attention the TC draws," Steve continues. "It always takes the wind out of the BMWs' and Porsches' sails."



## Reincarnated '52

Growing up, Gary Fitzgerald couldn't understand why his grandfather spent so much time working on his TD. As it turned out, the car started as a disassembled barnfind basket-case. Using various parts from Moss, the car eventually came together and enjoyed a few glorious years. Then it languished in relatives' garages for about 30 years. Eventually, Gary's uncle gave him the car. A devoted musclecar guy, Gary spent a couple hundred bucks getting the TD back up and running. "Once it was road-worthy, I found out why my grandfather loved this little car," he says. Gary then devoted two years to the car's second ground-up rebuild. "I wanted to make my grandfather proud," he says. "As I read somewhere, may your MG run until the road wears out."




## The VP Of XJs

Paul and Debbie Chappell of Cayuga, New York, went to a British car show in 2000 and were immediately "bitten by the Jaguar Bug." After two years of looking for the right cat, they located

this "showroom condition" '87 XJ6 VP in Pennsylvania. The original paint is still in such good shape that Paul's reflection is visible here in the driver's door. The car never fails to turn heads, and the Chappells are looking forward to entering the show that originally piqued their interest. As they say, "The car drives as nice as it looks and gives new meaning to the old saying, 'If getting there isn't half the fun, you must be driving the wrong car.'"



## "The Flying Raisin"

Steve Simmons of Los Angeles owns this family-heirloom '65 MGB. His grandfather bought it barely used in 1966, then passed it down to Steve's dad. Steve got the B as a sixteenth birthday present. "It was a basket-case," he says: "300,000 daily-driver miles on the clock. Despite its terrible condition, I had one of the coolest rides in my class." Years later, Steve and his fiancée got a wild hair: "Wouldn't it be fun to drive off from our wedding in that car?" Unfortunately, Steve forgot the pledge until two weeks before his wedding. He frantically disassembled much of the car, stripped paint, fixed rust, and rewired. "Just two hours before the ceremony, I had a wrench in my hand, still installing exterior parts," Steve says. "I made it, and we drove away from our wedding in the car just as we had hoped to years earlier." The MGB project is ongoing, and Steve documents its progress on his website: <http://www.twosims.com>. 

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](mailto:editor@mossmotors.com) or send non-returnable photos and a letter to "Readers' Cars," *British Motoring*, P.O. Box 847, Goleta, CA 93117 USA.



All British marques were in attendance. (Photo by Julius Tolentino)

## 2003 Britain On The Green Show

This past May, The Capital Triumph Register's sixth annual Britain on the Green show was held at the Collingwood Library and Museum, located between Alexandria and Mount Vernon, Virginia. The venue was ideal for a British car show: sweeping lawns, ample shade, and vistas of the Potomac River.

This year's show attracted more

than 170 registrants, who took part in 20 classes of participants' choice judging and enjoyed live entertainment, children's activities, a silent auction, and access to the house and grounds. Special awards included Spectators' Choice to Jim Sasser's 1957 Jaguar XK140 and Best of Show, won by Michael Winston's 1959 Bentley SI coupe.

## Twenty Years Ago

The third issue of this publication, dated Autumn 1983, featured coverage of the very first Moss Marque Day. The event attracted 160 Austin-Healeys and their enthusiasts to Moss headquarters to enjoy a swap meet, car show, tours of the Moss Motors facility, and a chance to see Al Moss's immaculately restored 100-4 Le Mans Healey. Technically speaking, Autumn '83 articles showed how to renew steering rack boots and align your wheels correctly. A brief profile of Bob Tullius and his Group 44 team/550-hp XJS-HE coupe was included, while the humor section showed a mock driver's application form: "Have you ever been arrested?" "No," wrote the applicant. The next entry commanded, "State why." To which the applicant replied, "Never been caught!" Cars for sale included a 1960 TR3A for \$5,200 and a 1960 Healey for \$5,800, but the

bargain this issue was a 1957 MGA with rebuilt engine for \$1,350!



Early issues focused Moss Motors' internal workings.

## Britfest '03

Britfest is the first major British car event in the New Jersey/New York area each year. It's grown from about 100 cars in 1992 to almost 300, attracting entrants from Maine to Virginia. Produced by the MG Car Club Central Jersey Centre and sponsored by Moss Motors and Castrol, the show is held at Horseshoe Lake Park in Succasunna, New Jersey. The venue is about 7 miles from Moss's East Coast warehouse in Dover (where the show was held until 1999).

This year's featured marque was Triumph. Trophies were awarded for five classes of Triumphs, and John Jennings' beautiful TR3 took Outstanding Triumph honors. Trophies were also awarded for fifteen other classes of British sports cars, saloons, and motorcycles. Dan Kruze and his 1956 D-Type Jaguar took home the award for Best in Show and Jim Dixon won the People's Choice award for his 1961 Morgan 4/4.

Britfest also included tech sessions. Peter Cosmides of Motorcar Garage (Moorestown, NJ) spoke about the hydraulic systems that make LBCs both stop and go and Butch O'Connor discussed the how-tos of vintage racing. In addition to bringing together some of the most beautiful and interesting British cars from all over the Northeast, Britfest also raises funds for local charities. This year, a donation was made to the local chapter of Habitat for Humanity. Britfest '04 is scheduled for May 1 of next year.



This '72 Ginetta commanded attention. (Photo by Vinnie Viglione)





*Serial number HF-001 hints that Donald and Geoffrey were prepared to make up to a thousand of these little flyers.*

## One Of A Kind: Fiesta Healey

In 1978, Healey enthusiast Gary Kohs pitched Ford on the idea of a compact competitor for the ubiquitous Mini Cooper. Ford shipped a Fiesta to England, where Donald Healey and his son Geoffrey undertook the quest for speed. The 1599cc engine's emission controls were removed and the compression ratio was increased from 8:5 to 10:1 by using different pistons and a Ford Mexico head, which had been ported and polished. Considerably more valve overlap was achieved by fitting a different camshaft, and the intake manifold was matched to the ports. A Weber 32/36 DGV 2-barrel carburetor further helped increase power from 66 bhp to a staggering 105 bhp.

In 1979, the modified Fiesta embarked on a grand tour of American auto shows. *Road & Track* scribe Tony Hogg wrote about it, "The result is a pretty hot little car by our standards." A 0-60 time of 9.6 seconds was compared to the standard car's 11.5.

Previously owned by Ohioan Mark Miller and now in the custody of California enthusiast Bob Segui, the Fiesta regularly makes the rounds of West Coast Healey meets. It bears a plaque in front of the Motolita steering wheel that states, "Designed and Built by Healey Automobile Consultants, Ltd., Warwick, England" and is signed by Donald M. Healey. Unfortunately, the undertaking wasn't meant to be, and by the time Ford decided to drop the Fiesta in favor of the Escort, only one Fiesta Healey had been completed.

Bearing in mind the current popularity of the "old" and new Minis, it remains a matter of conjecture what Ford might have achieved if they'd stuck with the Healey hot hatch!

## British Auto Heritage Cars Go On The Block

The British Motor Industry Heritage Trust auctioned more than 60 cars in its Gaydon museum this past June. One crowd favorite was an Austin Maestro that fetched \$12,409—significantly higher than the car's average \$1,079 market price. The last Maestro ever made, this one was in mint condition and had just six miles on the clock. However, the stars of the show were a 1910 Austin 18/24hp Endcliffe Tourer that reached \$136,120 and the last MGB/GT V8 ever made, which sold for \$14,940. MG/Rover bought these cars and others that it had also previously owned.

A number of minimal-mileage, special-edition Minis also reached eye-widening prices, ranging from \$9,628 for a Mini 25 to \$19,090 for a Mini 40. Other saloons that were either first or last of their respective

lines saw \$13,280 for a Rover 825 Sterling, a Rover 416 Si Tourer for \$11,454, and the last Mark Two Range Rover, which fetched \$48,970. The cars sold were mostly duplicates and were liquidated to make way for other British marques, the aim being to make the Gaydon Museum collection reflect the entire British motor industry rather than being solely British Leyland models. See complete auction results at [www.bonhams.com](http://www.bonhams.com).



*Bonhams helped clear museum space for the British Motor Industry Heritage.*



*More than 5,000 MG sports cars and 30,000 of their fans congregated at Silverstone this past June.*

## World's Largest MG Event

The largest-ever collection of MG sports cars gathered at Silverstone, England, this past June for the MG Car Club's International Festival. More than 5,000 MG cars and 30,000 attendees came from as far away as Australia, South Africa, and Japan. The event included model-grouped parking and circuit races with more than 500 cars in 15 races. Product displays promoted the anniversaries of the M-type Midget (75th), the K3 (70th), T-type (40th) and V-8 (25th). Other activities included rally rides, vendor booths, autotests, concours, special exhibits, and social events for MG devotees at the British Grand Prix venue. The event also celebrated the 73rd anniversary of the MG Car Club, founded in 1930 by the MG Car Company.

## Next MG All-Register Meet In 2006

The next All-Register MG gathering is scheduled for 2006. Planning is now underway for this event following the successful gatherings at Indianapolis in 1996 and Minneapolis in 2001. Rick Ingram, Executive Director of the MG Council of North America, is seeking input from all MG owners about potential locations and just what type of event people would like to see. Rick can be reached at P.O. Box 588, St. Joseph, IL 61873, [mowog1@aol.com](mailto:mowog1@aol.com).

## Biggest-Ever Mini Catalog



Moss Motors' third Modern Mini catalog is now available. This 30-page color catalog features nearly 500 part numbers

and about 20 new product lines. Parts and accessories in it improve Mini performance, appearance, convenience, utility, and overall enjoyment. Order your free copy today by calling (800) 895-2471 or through [www.mossmini.com](http://www.mossmini.com). 

# New Products



## MGB Coil Overs

They're back! Moss Coil Over Conversion Kits for MGBs are available once again. This dynamic suspension system offers improved ride and road-holding as well as adjustable ride height. The kit comes complete with new lower spring pans, upper wishbones and mounting blocks, neoprene upper-wishbone and damper-mount bushings, adjustable Spax shock/spring units, mounting hardware, and instructions. All major components are coated in a corrosion-resistant finish. Installation is straightforward and can be completed in 4-5 hours. The standard Road kit includes 475-lb springs, and the Fast Road system substitutes stiffer 500-lb springs.

<b>Road Kit</b>	<b>268-198</b>	<b>\$999.95</b>
<b>Fast Road Kit</b>	<b>268-208</b>	<b>\$999.95</b>



## MGB Billet Shift Knobs

Owners of 1968-76 MGBs can now enjoy the look and solid feel of real billet-aluminum shift knobs. Machined from single chunks of premium aircraft-quality aluminum, these knobs will let everyone know that you mean business when it comes to gear-grinding. Choose from three styles: Race, screened-epoxy MG Logo, or "Safetyfast." Or, order all three and match your knob to your mood.

<b>Race</b>	<b>228-312</b>	<b>\$29.95</b>
<b>MG Logo</b>	<b>228-314</b>	<b>\$41.95</b>
<b>Safetyfast</b>	<b>228-315</b>	<b>\$41.95</b>



## MG-TF Seat Assemblies

Restoring TF seats is a challenge, even for experienced upholstery shops. Moss solves the problem with complete bolt-in seat assemblies. Subframes are manufactured in the UK, then Moss's expert crafters assemble them in our upholstery shop using genuine leather seating surfaces. Choose from Tan, Green, Biscuit, or Black. Because these seats are produced in our shop alongside our other carpet and upholstery goods, pricing is competitive with having your seats recovered by a local expert. All seats are made to order, so please allow 4 to 8 weeks for delivery. (Seat rails and mounting hardware not included.)

<b>MG-TF Leather Seat Assembly</b>	<b>245-408</b>	<b>\$1,359.00</b>
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## MGB Mesh Grille Inserts

Add a bit of British heritage to your 1962-74 1/2 MGB with these grille inserts. Made from high-quality 304 stainless steel, they're reminiscent of the blower Bentleys and pre-war racing MGs. These inserts improve airflow in addition to providing a racy look. Installation involves replacing the chrome or plastic grille sections with the new inserts.

<b>Grille Inserts</b>	<b>455-343</b>	<b>\$74.95</b>
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## Mallory TR7 Distributor


Moss is proud to offer a four-cylinder TR7 application of the popular Mallory Dual-Point Distributor. Features include brass terminals and condenser case to fight corrosion and for maximum conductivity, stabilized dual points that eliminate point float and

bounce to increase coil output for maximum performance at any RPM, and Mylar insulation to prevent shorts. Note: To use in Delco equipped models, conversion to Lucas coil and some rewiring is required.

<b>Mallory Distributor</b>	<b>143-275</b>	<b>\$241.95</b>
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## Special Tuning MGB Swaybar Handling Kit

This kit is designed specifically to improve handling in street-driven MGBs. Included are a 7/8" front bar with a 3/4" rear bar to give much flatter cornering without increasing understeer. Kit includes all hardware to install both bars on cars originally equipped with front anti-roll bars. 

<b>MGB 1968-74.5</b>	<b>265-705</b>	<b>\$274.95</b>
<b>MGB 1974.5-80</b>	<b>265-710</b>	<b>\$274.95</b>

## Supercharger Stress

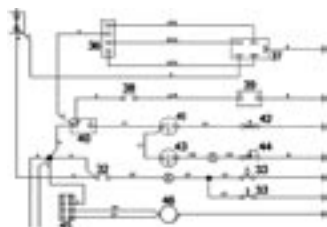
**Q** I have a question about the MGB supercharger kit in the Summer 2003 issue: How does the use of a supercharger affect the stress experienced by the engine, piston connecting rods, etc.?  
—Tim Harrington

**A** *The supercharger does a much better job of evenly filling the cylinders, so normal driving stress is going to be less than in a normally aspirated car with a typical poor air/fuel mixture. Under boost, engine load will naturally increase, but much less than the high rpm required to achieve the same power outputs conventionally. In other words, the supercharger allows you to stay in a higher gear, thus lowering the revs with the same drivability. Most of the time the car is not going to be under boost, but when you need it, it's there.*

## Wacky Brake Wiring

**Q** I'm delighted in the magazine's new direction. It floundered for a while, but now the mix of articles is well-balanced. I especially like the Tech Q&A column. My question: Why are the brake lights wired through the ignition switch? Shouldn't they be hot all the time?  
—Arthur M. Horn

**A** *This is an interesting question, and one that I don't know the answer to. But here's a go anyway: Since the brake-light circuit involves a switch, wires, and lamps (all places for electrons to sneak out of late at night), it makes sense to only activate the circuit when the car is running. Federal regulations that went into effect during the late 1960s to ensure minimal safety standards required manufacturers to make a lot of changes to braking systems and brake lamps. However, there's no edict stating that the brake lamps must be operational at all times. So since there was a prevalent supply of Green/Purple trace wiring in the UK, the brake-light circuits have remained ignition-switched.*



The typical British brake-light circuit is fed by the Green (ignition-switched) circuit; brake-light switch is #32, brake light circuits are #33.

## Air Filter Carb Blockage

**Q** I put new air filter assemblies on my car. Now the engine has no power and won't rev. Did I damage the carburetors somehow?  
—Greg Hardin

**A** *Remove the air filters and check the orientation of the filter to the carb. Chances are that the gaskets are installed incorrectly and the damper-chamber vent holes are covered. With these vents closed, the damper piston will not lift correctly under engine vacuum.*

## Rent A Trailer?


**Q** I'm considering flat-towing my car cross-country. I've heard arguments for and against disconnecting the driveshaft. What's the best way to do this? —Scott Fordham

**A** *No doubt you are likely to hear many more. Some transmission designs such as the TR7 and Rover 5-speed require that the input shaft be driven to maintain lubrication to the mainshaft bearings. This type of transmission can be ruined by even a short flat-tow with the driveshaft connected. So far, no evidence has been presented that this problem exists in any other popular British manual gearboxes. The fewer items whizzing about in an unmanned vehicle, the better: Driveshaft failure, rear trans oil-seal wear, and transmission main-bearing failure are all possibilities that can cause major damage if undetected.*

*I vote for a reasonable compromise—if you are going to tow a long way, disconnect the driveshaft. That way the only rotating components are the wheel bearings, which can be checked for overheating easily. Short trips of up to a couple hundred miles should not be a problem for a regularly maintained car.*

## Prepping Replacement Sheetmetal

**Q** I recently purchased replacement sheetmetal panels, and they are coated in some kind of dark paint. Do I have to remove this coating or can I paint on top of it?  
—Tom Bryon

**A** *The "e-coat" is designed to prevent oxidation during shipment and storage, and it's not a paint-primed surface. In other words, the e-coat needs to be prepped before top-coating. John Mangles of Hi-Tech Collision Repairs in Overland, Missouri, recommends beginning by cutting through the coating's surface glaze with either 180-grit dry sandpaper or 220-grit wet-or-dry. Then use a professional-quality self-etching primer such as DuPont Variprime, which is specifically formulated to be compatible with the e-coat. John recommends applying two coats of this self-etching primer before shooting on regular primer. *



Prep new body panels by sanding their protective coating and using a self-etching primer.

Please email technical questions to [tech@mossmotors.com](mailto:tech@mossmotors.com). Include all pertinent information about your vehicle, and please keep the question as brief as possible. Questions may be edited for length and style, and we'll publish as many as possible each issue.

# #106: The Most Famous Austin-Healey in America

## The men who helped build a legend

By Leonard Emanuelson  
Photos By Leonard Emanuelson

Your mother was right—hanging out with the right people will breed success. That sage advice holds true for automobiles too. Number 106 rolled off the Austin-Healey assembly line in 1957 as a standard 100-6 production car. Except for numerous chance encounters with passionate Austin-Healey racers, it could have led a mundane day-to-day existence sloshing through the British countryside. However, much greater glory was in store for #106, from beating the best sportscars in the world on famous racetracks such as Watkins Glen, Mid-Ohio, Road Atlanta, and Laguna Seca to being honored at concours from Santa Barbara to Meadowbrook.

Douglas Benham of Middlesex, England, purchased #106 new and owned it for a brief three months. The chance encounter that would change everything was the purchase by British racers Nick Howell and John Chatham from Cornwall, UK. Their transformation of #106 turned it into the fastest and most famous Works Rally style Austin-Healey in America. Nick Howell and John Chatham had owned and raced real factory Works Rally cars, so they knew in exacting detail what modifications were required. When A-H team manager John Gott was forced to shut down the Austin-Healey Competition Department, Nick and John



*Dan Pendergraft at the Monterey Historics leads an impressive pack of Cobras and Corvettes. His flamboyant driving style was to four-wheel drift through the corners, then let the Healey's incredible torque hike the inside front wheel on the exit.*

purchased the inventory and used some of those pieces to convert #106 to a full-spec rally car. Nick was a personal friend of Donald Healey, and the transformation was so authentic that the car was given a “Works” data plate (MJG 582) by Geoff Healey.

If Nick Howell and John Chatham are credited with sending #106 to “finishing school,” Phil Coombs and Dan Pendergraft are responsible for broadening the car’s experiences with a trip to the U.S. In 1984, Phil traveled to the UK to locate a works car and bring it back to the States to race. He found and purchased #56FAC, an authentic works racer. However, while making arrangements to ship his newfound treasure back to the U.S., he learned of another Healey for sale. He consulted fellow vintage racer and friend Dan Pendergraft about purchasing #106. Dan agreed, so Phil brought two significant Big Healeys (plus an MGA) back to the U.S., and

the nucleus of the Wild West Racing Team was formed. Joined by a few friends with Shelby GT350s, Corvettes, and a Cobra, they attended vintage races from Watkins Glen to Laguna Seca. As current #106 owner Jim Gregg states, “Dan Pendergraft is really the person responsible for the esteem #106 holds in Healey history and vintage racing in particular. Dan’s gentlemanly character and sheer love of the car and the sport made #106 the envy of racers and fans wherever he raced.”

In 1989 Dan was preparing for the 1990 Healey Challenge. Number 106 was a little rough from the years of racing, so he sought the services of Tom and Kaye Kouvac’s restoration shop in Cedarburg, Wisconsin. Tom is one of the most knowledgeable persons regarding the restoration and racing of Austin-Healeys. His shop, Fountune, not only performed the pristine restoration, it maintained the car during the 1990 Healey Challenge.

By 1998 Dan had owned and raced #106 for almost 10 years. He came to the conclusion that he had raced every road course he had wanted to race and won the races he set out to win—there was nothing left to conquer with the car. Dan fondly describes this time as “the most fun I’ve ever had driving a race car.”

In 1998, #106 was in Tom’s shop when its future next owner walked in. Mary Jane Gralton was looking for a racing Healey for her husband Jim’s 50th birthday. The plan was to ship the car to France for the DMH Memorial Race at Le Mans in 1998. Mary Jane purchased the car and presented it to her husband at a surprise 50th birthday party. Before the car was shipped to France, Tom Kouvac returned #106 to FIA specification, which included replacing the Panasports with wire wheels, installing BJ8 brake calipers in place of the larger Jag brakes, and replacing the electronic ignition with conventional points.

Unfortunately the DMH race was cancelled, and Jim Gralton died of cancer in December 1998. The now-notorious #106 was for sale again. Vintage racer Tom Hidell learned that the car was available. He and partner Neil Estes raced #106 out of the Hidell/Estes Vintage Racing camp from ’99 to ’02. They raced at virtually all of the prestigious East Coast events and won first place at Watkins Glen in June 1999. (Number 106 still holds the Watkins Glen modern-course lap record for an Austin-Healey of 2:19 set by Dan Pendergraft in 1990.)

By the end of 2002, Tom and Neil decided to pass on the legacy to new blood. Every time #106 was sold to a new owner, the possibility existed that the car could languish in a museum, or even worse, a private collection to never consume another hydrocarbon. Tom Hidell made sure that current owner Jim Gregg, a real estate developer from Carmel, California, would provide a proper home for #106.

Jim’s involvement with Austin-Healeys is best told in his own words: “My love affair with Austin-Healeys started in 1956 when I drove a



*From any angle you can see the special Works Rally modifications made by Nick Howell and John Chatham. The all-aluminum body features unique fender vents and a “Works Weber access panel.” Meticulous preparation and refinement has made #106 one of the fastest Healeys on the planet.*



*Austin-Healey inline six-cylinder engines are known torque producers. The race version has the best of everything: Nitrited crankshaft, Carillo rods, 11.5:1 J&E forged pistons, Isky cam, “Works” aluminum cylinder head, magnesium intake manifolds and valve cover and a set of “Works” triple 45 D.C.O.E. Weber carbs. Other details include a Denis Welch competition flywheel and a six-branch competition exhaust system that must be heard to be appreciated.*



*This rear view shows off the “Works” trunk lid that has a bustle for a second spare tire (remember, these were Rally cars). “Works” vented hardtop has a rear-facing vent to improve flow-through ventilation.*



*#106 came with two sets of Panasport Lite racing wheels. When it was prepared for the DMH race at Le Mans it was converted to FIA spec with wire wheels. Four-wheel-disc brakes and a limited-slip differential are used for Vintage Racing.*

friend’s 100. I will never forget the feeling I had driving his car. My next experience was in ’59 and ’60 when my best friend was racing a Bugeye on the West Coast. I went to most of the races with him and served as his lone pit crew. I got some track time but never actually raced. In 1975 I bought my first Austin-Healey, a 1966 3000. This was my weekend pleasure. In 1986 I purchased a 1967 3000 that was totally original with only 62,000 miles. Over the following years I could not forget my experience with the 100 and the excitement of those days with my friend racing his Bugeye. I decided to look for a Factory 100 M



*MJG 582 Rally designation was bestowed on #106 by Geoff Healey. “Works” grille provides max airflow and radiator protection. Taped headlights reflect on a bygone era of sportscar racing.*

and hopefully start vintage racing. After several years of searching, I bought one and sent the car to my good friend Dave Nock of British Car in Stockton, California, for race prep. After months of work on the car and talking with people involved with vintage racing, I decided to find a car that was truly built to race. In September of 2002 I heard that #106

was for sale. I called Dave Nock and asked if he knew about the car. Dave had just seen the car at the Lake Tahoe Open Roads event and said, “If you want a real race car, go look at #106—there’s not a better big Healey to be found.” So off to Atlanta I went, and seeing #106, it was love at first sight...it exceeded my expectations of finding the car that would launch



The torch has been passed to Jim Gregg, a real estate developer from Carmel, California. Owning this car has been a life-long dream of Jim's, and he intends on racing the car in as many vintage events as possible. He also has a fully-restored Factory 100 M for the non-race weekends.



One of the very distinctive characteristics of "Works Rally" Healeys is the unique side vents. Inside fender panels are also lightweight aluminum.



The nice thing about vintage race cars is that their interiors closely resemble real production cars. Shifting with your left hand in this right-hand-drive Healey gets interesting when you start using overdrive in third and fourth gears. The car has a production BJ8 gearbox and a straight-cut-gear Tulip competition gearbox that will go back in with the race engine. You can see a hint of the custom-built roll cage. Other features are the Connelly leather interior and Denis Welch racing seat.

my dream of vintage racing. I brought #106 back to California, its original U.S. home, and on the way across the country, I stopped in New Mexico and spent some time with Dan Pendergraft. It was important to me to meet the man who made this car famous, and connect with the passion he had for it. It was a great reunion. My first race was in May at the VARA/Moss Motors British Extravaganza

in Buttonwillow, and I am looking forward to continuing to realize a long-awaited dream of vintage racing a big Healey."

Since its humble beginnings in Middlesex, England, in the spring of 1957, #106 had amassed more awards and race wins than virtually any other Austin-Healey in existence. Just goes to show what hangin' around with the right people can do for you! 🇬🇧



It's hard to argue with these classic lines. These Healeys made great Rally cars because they were light, tough and had plenty of power.

# Jag-Wires

By Kelvin Dodd



OE and oversized Dunlop spokes now available in the U.S.

A common concern among Jaguar owners is to balance the original look of their cars' wire wheels with the demands of modern motoring. Moss Motors now has a solution to this quandary by offering an extensive line of original Dunlop Wire Wheels in a wide variety of sizes and spoke lacings. Whether your concern is exact authenticity on an early car or the need for a painted, triple-laced wire wheel for competition, your needs can now be met. Here are a few of the features of 15" Dunlop Wire Wheels for the Jaguar XK120-XK150, E-Type, and classic saloons.

## Hub Styles

These Dunlop wheels are available in two different hub configurations: Curly Hub and "Easy Clean." The stamped-steel Curly Hub was originally fitted up to July 1968, when it was replaced by the forged "Easy Clean" hub. The stamped Curly Hub is unique to Dunlop and offers a more classic, interesting appearance. As the "Easy Clean" name implies, this style of hub forging is easier to polish and gives the wheel a smooth, more modern look.

## Painted Vs. Chrome

Most Jaguars were originally fitted with painted wire wheels. Chrome wheels were a popular option, but the stove-enameled look may be what you want to set your car apart on the show field. Painted wire wheels were used on all competition cars, and they can add a more correct, purposeful look for vintage racecars and other high-performance machines.

## Corrosion Resistance

Painted Dunlop wire wheels have very high corrosion resistance. Before being painted, they are primer-coated using Cathodic Electrophoretic Technology, popularly known as "electro-" or "e-coat." The silver-grey paint topcoat combines with the primer to give the wheel a salt-spray resistance of 840 hours when tested per ASTM standards. Painted wheels have a one-year cosmetic and two-year structural warranty.

Each chrome Dunlop wire wheel has a rim and shell which are polished in special-purpose machines, then hand-polished by skilled craftsmen. To enhance the corrosion resistance, microporous nickel plating is done prior to chrome-plating. The product conforms to the stringent International Standards ISO 1456-1988 specifications. The spokes and nipples are chrome-plated stainless steel for brightness and long life. Chrome wheels have a two-year cosmetic and three-year structural warranty.

For the ultimate in corrosion protection, Dunlop offers a new line of Stainless Steel wheels, which also features a tubeless design. The all-stainless construction makes rusty and pitted chrome a thing of the past. These special-order wheels have a two-year cosmetic and three-year structural warranty.

## Spoke Lacing

Original Jaguar wheels used an Inner-and-Outer Lacing design where the spokes connect to the inner and outer rims of the wheel. This gives the wheel strength and is the best lacing

design for originality and road use. The disadvantage is the difficulty in keeping the rim clean where the spokes connect.

Center Laced wheels have their spokes connecting the hub to the center rib of the wheel only, giving the outer rim a clean, attractive appearance. This type of wheel typically has a greater offset due to the lacing design, which brings the tire closer to the outer fender lip. Center-laced wheels often appeal to Jaguar owners who are more interested in giving their cars a custom look than in concours-correct original-equipment appearance.

Triple Laced wheels are very strong and are suitable for extreme performance use. As the name implies, the spokes go to inner and outer rims and also to the center rib. This type of lacing is suitable for vintage racing use and also adds the competition look to a hard-driven street car.

## Rim Widths and Tire Considerations

Original 6-cylinder E-Types and Saloons had a 5"-wide rim with a 21.0mm inset, and later cars were fitted with 185HR15 tires.



Jaguars of 1968-and-later vintage had federally mandated "safety" knockoffs. These octagonal-head knockoffs require a special wrench (PN 386-120) or a special spanner adapter to use with a hammer.



This chromed Dunlop wire wheel (PN 854-415) is a 72-spoke, 15x5 model that features the original-style inner-and-outer lacing. It also has the curly-style hub, identifiable by the convoluted stamping.



This combination gave the car a vintage look and feel, which many owners still find timeless. The original wheel and tire combination offer a lightness in steering and suspension that can be lost with wider wheels and tires. The ability to drift around corners with the tail hanging out is not about to endear the driver to the gendarmes, but is an important part of the original experience of the car. The 5" wheels will accept 185/70 to 195/75 tires and retain the original look of the car.

For those interested in modernizing the car or re-creating competition options, Dunlop offers wheels up to 6.5" wide. These wider wheels will accept the generally available 205/70R15 tire, which was stock on the V12 E-Type. The combination of 6" or 6.5" wheel and wider tire fills out the wheel wells of the E-Type and gives its lovely body shape a stronger look—more along the lines of today's mega-rubber fashion. Care must be taken to ensure tire clearance with the wider wheels. In most E-Type applications, the rear bump stops may have to be removed for wider-tire clearance; this is simple to do and does not affect safety. On the Mark II and 3.8S saloons, rear fender clearance is critical, and some modifications to the fender or spat may be necessary with even a 6" wheel.


### Wire Wheels for Earlier Jaguars

Common practice for XK owners has been to forego their original 16" wheels in favor of 15" wheels to allow a wider range of tires choices. However, Dunlop now offers alternatives to the standard 16" wire wheels. Two versions are available: a 6"-wide wheel with 72 inner-and-outer laced spokes and a 6"-wide wheel with 60 outer-laced spokes (which closely resembles the original competition offering).

### Knockoffs: Winged or Safety

Two-winged knockoffs were standard on wire-wheeled Jaguars until 1968. At that point, U.S. legislation mandated octagonal-style "safety" knockoffs. Those who own the newer cars and

want to keep them original will want to retain the safety knockoffs. However, this design change was forced by bureaucrats, not Jaguar Car Company engineers. Returning the car to its intended design in conjunction with new wire wheels can be part of an overall refurbishment of the vehicle. Winged knockoffs bring back the original look and charm of these cars at no more cost than replacing damaged original safety knockoff nuts.

In conclusion, the availability of this extensive line of Dunlop Wire Wheels is great news for American Jaguar owners. New replacements can actually be more affordable than rebuilding original wire wheels. And, compared to steel or mag wheels, these spokes are lighter, look better, and have knockoffs for easier tire-changing. 



Wire-wheeled Jaguars had two-winged knockoffs until 1968. Non-purist owners of newer cars can retrofit these winged versions (PN 011-881 left-thread, 011-880 right-thread) for a classier look.



Available by special order, this 15x5.5 chromed Competition wheel (PN 854-380) for Series I E-Types features 72 triple-laced spokes. This is the strongest lacing style, making these wheels well-suited to vintage racing and hard street driving.



This wheel (PN 854-415) is a 15x6.5 tubeless style for Series II E-Types. Its 72 spokes are center-laced, and the hub is forged for a flat, "easy clean" surface.

Dunlop Wire Wheels For Jaguars									
APPLICATION	SIZE	RIM INSET	SPKS	LACING	HUB TYPE	TYPE	TBLSS	AVAIL.	PART NO.
Ser. I E-Type MK II OE	15x5	21.0mm	72	Inner & Outer	Curly	Paint. Chr. SS		6-8 wks	854-365
								In Stock	854-370
								6-8 wks	854-371
Ser. I E-Type Competition	15x5.5	6.35mm	72	Triple	Curly	Paint. Chr.		In Stock	854-375
Ser. I E-Type Competition	15x6	6.35mm	72	Triple	Curly	Paint. Chr. SS		In Stock	854-385
								In Stock	854-390
								6-8 wks	854-391
Ser. I E-Type Show	15x6.5	2.0mm	72	Center	Curly	Chr. SS	Y Y	6-8 wks	854-425
								6-8 wks	854-426
Ser. II E-Type OE	15x5	18.0mm	72	Inner & Outer	EZ Clean	Paint. Chr. SS		6-8 wks	854-285
								In Stock	854-290
								6-8 wks	854-291
Ser. II E-Type Show	15x6.5	2.0mm	72	Center	EZ Clean	Chr. SS	Y Y	In Stock	854-415
								6-8 wks	854-416
Ser. III E-Type OE	15x6	20.0mm	72	Inner & Outer	EZ Clean	Chr. SS		In Stock	854-300
								6-8 wks	854-301
XK120-150 OE Style	16x5	14.0mm	60	Outer	Original	Paint. Chr. SS		In Stock	854-350
								In Stock	854-360
								6-8 wks	854-361
XK120-150 OE Comp.	16x6	8.0mm	60	Outer	Original	Paint. Chr. SS	Y Y Y	6-8 wks	854-435
								6-8 wks	854-445
								6-8 wks	854-446
XK120-150 Competition	16x6	8.0mm	72	Inner & Outer	Original	Paint. Chr. SS	Y Y	In Stock	854-395
								In Stock	854-405
								6-8 wks	854-406

# Protection Selection

## Damage control for your car's paint and interior

By Jim McGowan

Regardless of your British car's vintage, make, or model, the only way to guarantee its continued survival is to protect it from garage encounters, road hazards, and mother nature's fury. The best damage-control technique is to be proactive rather than reactive: You don't have to fix a paint chip, split upholstery seam, or scratch that doesn't exist. Think of this protection selection as body armor for your paint and interior. An appropriate car cover, padded vest for the bonnet, and cockpit cover for the interior all perform relatively inexpensive but specific protective functions.

### Car Covers

All covers are not created equal and, as the old adage states, you get what you pay for. A custom-patterned cover, specifically manufactured for your body style, is obviously a better choice than a generic bag-like cover. A model-specific cover remains in place in blustery weather, resisting rips and tears that can occur in moderate to heavy winds. Selecting the correct material for your storage situation is also extremely critical for protection. Is your car snug in a garage, partially exposed in a carport or barn, subjected to extreme changes in temperature and humidity, or completely exposed to the weather? Moss Motors stocks covers for every eventuality. Custom-fitted car covers, cockpit covers, and vests for all makes and models of British



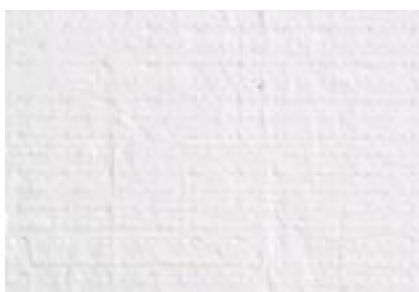
cars are designed specifically for environmental damage control.

Kimberly-Clark is the largest maker of car-cover fabrics in the U.S., and it provides most of the raw materials to the various cover manufacturers. Then these cover companies use computer-controlled cutting and stitching machines to create their wide variety of sizes and shapes for various vehicles. Some manufacturers such as Covercraft can even create made-to-order covers that accommodate such add-ons as side

mirrors, wings, roll bars or body kits.

Here's an overview of the basic car-cover materials and their functions:

**Tyvek:** This pliable plastic material is used for new-construction home-wraps and for some overnight-shipping envelopes. Tyvek provides protection in all weather conditions without sacrificing breathability. Snow, acid rain, industrial pollutants, tree sap, and bird droppings are a few of the invaders it protects against.



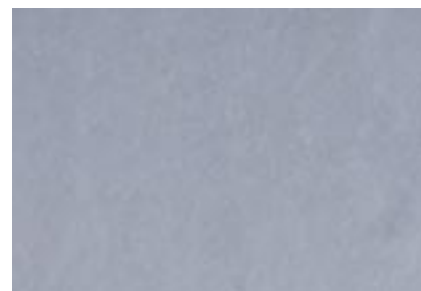
*Tyvek*



*Duravent*



*Flannel*



*Ultralon*

Moss Motors stocks “universal fit” Tyvek covers, which are backed by a 1-year warranty.

**Flannel:** Primarily for indoor storage, this woven material provides dust protection. Its thickness guards against scratches and dings, and flannel also breathes to let trapped moisture evaporate before it damages the paint or interior. Flannel covers from Moss come with a 2-year warranty.

**Duravent:** This material protects against caustic damage from tree sap and bird droppings, so it’s suitable for uncovered, outdoor use. Duravent is also rain-resistant but still breathes, allowing moisture to escape. Trapped heat is released, so this fabric helps prevent warping and cracking of interior vinyl and plastic components such as dashboards. Duravent covers from Moss are backed by a 4-year warranty.

**Ultralon:** A premium, durable fabric for indoor-outdoor protection, Ultralon provides an excellent combination of water-resistance and breathability while blocking UV rays and heat. It features an ultra-soft fabric that is non-abrasive to even the most delicate original lacquer or clear-coat paints. This material is excellent for four-season outdoor protection. Ultralon covers from Moss feature an embroidered Union Jack and a 5-year warranty.

### Bras & Cockpit Covers

Another critical damage-control item is a front “bra” or “vest” to protect against paint chips and scratches. When shopping for a vest, check for these features: integrated air intake screens, attaching tabs that allow for adjustment (vinyl expands and contracts), reinforced air foils (if available) to prevent flapping and lift, perforations to allow the material to breathe, padded protective backing material, overlapped finish seams, and non-abrasive bindings. Remove the vest regularly and always keep the underside clean to prevent surface scratches. A coat of paste wax to the



*For short-term interior protection, this TR-3 is fitted with a handy cockpit cover in gray water-resistant material. This cover is inexpensive (less than \$50) and easy to install, even in bad weather.*



*This MG sports a lightweight nylon cover that’s suitable for overnight or short-term use. It stores in a stuff sack, which can also be used as a travel pillow.*



*The nose of this “arrest-me red” MG roadster is protected by a padded “bra” or “vest” against rock chips and other on-road debris. It’s a great idea for long road trips as well as local jaunts. Installation and removal takes only a few minutes.*




*Seat Savers are another protective possibility. These heavy-duty poly/cotton covers are washable and include a storage pocket on their backrests.*

nose area under the vest before re-installation helps protect the finish.

Cockpit covers are a last—but certainly not least—item that’s also one of the least-expensive forms of protection. Widely used by British sports car enthusiasts, cockpit covers provide many benefits on a daily basis. The sun not only takes a toll on your paint, its UV rays are also viscous on your interior parts. Quality cockpit covers that properly fit the shape of the windshield glass and doors will

protect the interior from fading or cracking. Plus, they’re lightweight and easy to store.

British car owners’ needs may differ, but the end result should always be the same: Protection for your car. Buying the correct cover is not as simple as handing over your credit card; a quality vehicle cover is like life insurance for your interior and paint finish. Don’t skimp on the one item that will give your favorite car the protection it deserves. 

# Two for the Road

Photography by  
Leonard Emanuelson & Tom Morr

## Outstanding Cars from the 2003 British Extravaganza

By Leonard Emanuelson  
& Ken Smith

Big shows such as the 2003 VARA/Moss Motors British Extravaganza this past May have more good stuff than will fit in one issue of *British Motoring*. We enjoyed the diverse range of rare, restored, and race-ready cars that descended on the Buttonwillow Raceway; we think you'll enjoy them too. This issue, we take a closer look at Michael Jacobsen's 1934 MG N-Type Magnette and Bob Prieve's 1960 TR3A.

### 1934 MG N Special: Family Heirloom Racer

Many vintage-car enthusiasts love their machines. Few, however, have the connection that Michael Jacobsen has with his 1934 MG N Special. It has been a family racecar for more than 50 years. Michael's dad, Lars Jacobsen, converted the car from a Magnette N road car (approximately 600 of which were built) to a racecar, and competed in the SoCal area at SCCA and other local events. In fact, at the age of 10 Michael pit-crewed for his dad at a race in Santa Ana. This experience made a lasting impression on him—racing MGs was a pretty cool thing to do.

Lars actually had three Ns that were converted to racecars. Michael points out that his is not a numbers-matching car because his dad kept switching components from car to car to keep them running. One car was destroyed in a crash and another was sold when Lars passed away a few years ago. Michael races the remaining MG N Special (serial #476), and we snapped these candid photos of him and #99 competing at the 2003 VARA



Michael Jacobsen's MG N Special looks great running down the straightaway at Buttonwillow. Michael's dad, Lars, raced his hand-built special competitively through the '50s.



Lightening holes are everywhere. Large tachometer is a factory race part and occasionally sees 7,000rpm. Shifter connects to a TC gearbox that has better ratios for racing. Michael is too tall for the shortened MG, so he sits on pads instead of a bucket seat.



The inline-six-cylinder SOHC MG powerplant now displaces 1430cc and produces 75hp by way of a hotter camshaft and larger SU carbs. Beautiful exhaust is believed to be a genuine NE racecar piece.



From any angle, this MG N Special looks "right." Rudge wire wheels were cut down from 18 to 16 inches. Brakes have been converted to hydraulics in front but retain cable-operated rears. A few parts were carried over by MG from the N-Type to the TA-B-C, notably the rear axleshafts and electrical parts.

British Extravaganza.

Lars converted this N to race spec by removing weight, increasing horsepower, and making chassis mods to bolster the handling. The wheelbase was shortened from 96 inches to 88—about an inch too short according to the 5'10" Michael, who must ride on a couple of pads instead of in a proper seat. This chassis chop removed quite a bit of weight and made the car more agile on tight courses. Lars also liberally drilled the frame and reinforced it in critical areas. He hand-built a custom aluminum body and added a low-profile roll bar. The only other concession to safety was converting the front brakes to hydraulics. The rears remain 12-inch cable-operated mechanical brakes.

An interesting point about this car is the independent front suspension, which was installed in England before the car was shipped to the U.S. The springs are a series of bungee cords hooked together. It sounds scary, but Michael claims that this setup works well and that he only replaces the bungee cords every four or five years.

What attracted us to take a closer look at Michael's MG was its gorgeous six-cylinder SOHC engine. It originally displaced about 1271cc. In race form, it's 1430cc, and power has jumped from the original rating of 56hp to 75hp. A hotter camshaft, larger throat (1 3/8") twin SU carbs, and a factory-style N racecar exhaust are responsible for much of the increase. The engine passes the power back through a TC gearbox that has better ratio spacing for racing.

In 1934, MG built seven racing Ns, which were labeled NEs. They were constructed to replace the supercharged K3s that were outlawed for the Tourist Trophy race. The NEs won the race, and it is believed that four of the famous seven cars still exist.

Lars and Michael's MG N is even more rare. It is one of a kind—part classic British sports car and part good old American hot rod. When you look at the perfect proportions, the balance it shows on the racetrack, you can't help but think that Lars really got it right.



Bob Prieve isn't a fan of trailers. Here, the rack-and-pinion steering conversion helps him rip through the slalom at Buttonwillow Raceway.

### Long-Distance 1960 TR3A

Bob Prieve is the original owner of this 1960 Triumph, and it's been a daily driver ever since he purchased it. However, Bob has made certain modifications over the years to improve the TR's drivability. Most notable are a Toyota Supra 5-speed gearbox, rack-and-pinion steering, and a limited-slip rear differential. Bob also swapped in a 260-grind cam.

No stranger to long road trips, Bob recently logged 4,200 miles from his home in Thousand Oaks, California, to Minnesota for the Vintage Triumph Convention. He took second place in the People's Choice category there and also bagged a second-place trophy in the autocross. According to all reports, both the car and its owner are 43 years old and in excellent shape. 🇬🇧



The engine has about 175,000 miles on it. Aftermarket goodies include K&N air filters, a Mallory distributor, and aftermarket plug wires.



Bob recently had the interior redone and the car repainted. Car-show fans wholeheartedly approve of the work.

# 2003 Event Calendar

## AUGUST

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

August 23: Concours D'Elegance, Jaguar Club of Greater Cincinnati, Cincinnati, OH, Richard Cornelius, (513) 984-9440

August 24: A Taste of Britain Auto Show & Polo Match (all British cars and motorcycles), Lancaster, PA, Jim Harbold, (717) 292-0579, sh88keys@earthlink.net, <http://clubs.hemmings.com/frameset.cfm?club=lancomg>

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

August 29-31: All British Field Meet, Portland Intl. Raceway, Portland, OR, Tom Monaco, (503) 245-6539, tomsimport@ipinc.net

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

August 31: Autumn Sports Classic, Buffalo Octagon Association, Lancaster, NY, (716) 632-9001, www.buffalomg.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: Loch Norman British Car Festival, Piedmont British Motor Club, Mooresville, NC, Robert Ravich, (704) 896-0345, lrjr@bellsouth.net

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

September 6-7: British Car Festival, Central Pennsylvania British Car Club, Tipton, PA, (814) 942-7742, mgnut@charter.net

September 7: Motorcar Gathering & Picnic, Connecticut Triumph Register, Manchester, CT, Carol Krim, (203) 261-8624, www.ctriumph.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.icaauctions.com

September 13: The Colorado English Motoring Conclave, Denver, CO, Robert Hojaboom, (720) 872-3307, boomtown@covad.net

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 13-14: British Car Show, Central Virginia British Car Club, Richmond, VA, Pat Stith, (804) 741-3393

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

September 14: Battle of the Brits, Detroit Triumph Sportscar Club, Sterling Heights, MI, Sue Snyder, (586) 979-4875, snydleydog@yahoo.com, <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, WI, (800) 365-RACE, www.roadamerica.com

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

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

September 21: British Car Day, The Toronto Triumph Club, Oakville, Ontario, Jack Willekes, (905) 820-0269, www.britishcarday.com

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

September 25-28: Fall GoF, Texas MG Register, Montgomery, TX, Ed Rosenquist, (936) 449-9029

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

September 27: Autumn in the Mountain British Car Show, British Car Club of Western North Carolina, Flat Rock, NC, Steve & Janet Hollar, (828) 259-9153, steve37mgta@netzero.com

September 27: Adam Mathews Classic Car Show, Louisville, KY, (502) 499-2253, www.BallonGlow.com

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

September 27: Brits in the Ozarks, British Iron of Northwest Arkansas, Fayetteville, AR, Doug Schrantz, (479) 636-9172, dschrantz@arkansasusa.com, <http://geocities.com/britishironark/>

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 2-5: Southeastern Fall GoF Mk XII, Southeastern MGT Register, Hiawassee, GA, H. Wayne Stewart, (770) 992-2498, callelain@mindspring.com

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

October 3: Annual Gathering, 3/4 Morgan Group Ltd., Lenox, MA, David Crandall, (978) 948-7836

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

October 5: British Car Day, San Diego, CA, Steve Kirby, skirby210@cox.net, www.sandiegobritishcarday.org

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: Triumphest, 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 18-19: California Autumn Classic British Car Concours & Tour, San Juan Bautista, CA, Bill Meade, (831) 722-3253, billmeade@charter.net

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

October 24-26: British Car Day Weekend, British Car Club of Charleston, SC, Mt. Pleasant, SC, Jim, (843) 795-6658

October 25: Brits at the Renaissance Fair, Florence, AL, Tim Glover, (254) 766-8874, flglover@wisealloys.com

October 25: British Car Classic, MG Classics of Jacksonville Car Club, Jacksonville, FL, Chris Waage, (904) 273-9493

**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, james@sportscarwarehouse.com, www.british-emporium.com

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

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

November 23: Parts Exchange, MG Club of Southern California, Pasadena, CA, John Seim, (949) 786-5697, kingseim@earthlink.net, www.vintagemg.com

November 28-30: ICA Thanksgiving Collector Car Auction, Gilbert, AZ, (800) BID-1957, www.icaauctions.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**

Winter 2003 issue:  
September 12, 2003



# CarMart

## AUSTIN-HEALEY



'59 Sprite: Very nice restored car, solid, upgraded w/1275 engine, front disc brakes, wire wheels. \$10,000US OBO, sims@saeeng.mb.ca, (204) 896-8154, Winnipeg, Manitoba.



'62 Sprite: Very nice orig. restored car, 40K miles, new electrics, runs fantastic. \$8,000 OBO, rezspot@yahoo.com, (617) 859-8900, MA.

## MG

'64 MG Midget: Sky Blue, good cond., needs a little TLC, runs great, body & interior in good cond., chrome bumpers, rollbar, lots of extras. \$1,500 OBO, (205) 428-6562, AL.



'74 MGB: Conv., 4-cyl., dual carbs, PDB, chrome bumpers, new interior, engine, tires, brakes, have all receipts, good cond. \$4,200 OBO, (251) 960-1353, AL.

## TRIUMPH

'61 TR3: Disassembled, started frame-off restoration, needs paint, upholstery, re-assembly; new chrome throughout, new wiring harness, runs great—no engine work necessary. \$2,500 and worth every penny, have receipts, (559) 784-4277, CA.

All private-party classified ads are \$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 or less 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 October 10, 2003. Cars only, no parts. For exporter and dealer advertising information, please call (805) 529-1923 x203.



'59 TR3A: Less than 3,000 miles since restoration, rack-and-pinion conversion kit, radiator duplicated in aluminum, driven daily. \$15,000, (205) 985-4990, AL.



'74 TR6: Total restoration gem, ground to top, incl. wiring harness, rebuilt twin carbs, Monza muffler, rebuilt engine (72K miles now), undercoated and sealed, Coker redline orig. tires. \$18,000 OBO, cmjohnsondds@msn.com, (914) 672-0610, NY.



'74 TR6: Magenta, frame-on resto, engine rebuild completed 1990, driven 6,000 miles since, present mileage 74K, new top, overdrive, always garaged, stored winters, exc. cond., presently registered. \$9,500, jackcburton@aol.com, (508) 627-5600, MA.



'75 TR6: original owner, 87K miles, French blue, original factory steel hardtop, 700 miles on rebuilt engine, always stored winters, car in very fine condition. \$20K, (207) 353-7510, ME. 