



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 22 | NO 1 | SUMMER 2004



Mini Shootout: New '03 Vs. Classic '67

- New Tire Tech For Classic Cars • Rubber Rub-Out: MGB Chrome Bumper Swap
- California British Extravaganza Action
- TR2-TR3 Value Guide



Jaguar XJ-S: Last Of The Great V12s?



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MOSS MOTORS LTD.
VOL 22 | NO 2 | SUMMER 2004
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ON THE COVER:

Often overlooked, the Jaguar XJ-S represents exceptional bang-for-the-buck sports car fun. Scott Dahlquist photographed a pristine V-12 example of this breed. Photographer Bill Delaney documented our quest to find the best-vintage Mini.

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Editorial

Magazines And Parts Prices

by Tom Morr

Moss Motors ferrets out the best possible prices for our customers, even when that means squirreling away less profit.

Love of British sportscars aside, Moss Motors customers have another common denominator: They aren't shy. You let us know in no uncertain terms what you thought about our abbreviated edition of *British Motoring*.

That issue was an attempt at making the best of a difficult situation: Last fall, the U.S. dollar began to depreciate compared to the British pound. In September, a pound could be had for about \$1.57. By November, a pound cost around \$1.70, a 12% increase in a few weeks. The pound surpassed \$1.90 in February 2004—approximately a 20% increase in six months. Moss Motors chose to maintain its existing prices through much of this turbulence, even after our competitors had raised theirs. In order to absorb this hit on all England-sourced parts, the company cut corners in other areas—including the employee holiday party and *British Motoring* package size.

We weren't thrilled about attaching the *British Motoring* logo to a five-page editorial section followed by a seasonal sale notice. Alternate titles along the lines of *Moss Gazette & Sale Flier* were considered but ultimately vetoed in favor of continuing to produce four publications flying the *British Motoring* banner every year.

On the surface, the magazine is a money pit: Our limited advertising opportunities are by invitation only, and the token \$10 fee collected for each classified ad covers only a fraction of those pages' paper and printing costs. But like strategic event sponsorship, we feel that the positive vibes generated by informing

and hopefully entertaining Moss customers pay off over time. Moss's phenomenally successful MGB supercharger kit is a prime example. The system was unveiled in *British Motoring* a year ago, and people who read that article are continuing to buy the kit. (A supercharger isn't an impulse-buy for the average MGB owner.)


Truth In Advertising

Magazines and parts prices have been linked since shortly after *Hot Rod* debuted in 1948 (coincidentally, the same year that Moss Motors was founded). In the early days of automotive-enthusiast publishing, the two best ways for a parts company to get its phone ringing were by advertising a better mousetrap that solved problems or by advertising attractive prices. Pricing has been a Catch-22 since. Before our economy

even natural disasters can cause the cost of the raw materials to increase. Ultimately, the customer bears the burden of the higher costs.

The average consumer doesn't care what happens behind the scenes. For example, a few years ago while working at a different magazine, I got a call from an irate reader. He was incensed because an advertiser wouldn't sell him a part at the price advertised in the magazine. He wanted the magazine's editor and publisher to intervene and demand that the company sell him the part at the advertised price. After holding the phone a foot away from my left ear for 10 minutes, I finally asked the reader which issue and page the ad was on. His demeanor changed: "Well, it's in this issue from six years ago. But that shouldn't matter. They advertised that price, so legally they should have to sell it to me for that." A decade later, I'm still awaiting that promised subpoena to testify in his court case.

This long-winded editorial strives to serve two purposes: 1) *British Motoring* was downsized due to strong foreign currency. We're planning four "full" magazines for 2005; with any luck our Fall '04 issue won't be another abbreviated version. 2) Moss Motors prices are subject to change without notice. Dollar values in these pages are only guaranteed through the published cut-off date. For up-to-date prices and promotions, look for Moss email notices and visit www.mossmotors.com often.

Regrettably, Moss Motors was recently forced to raise prices on some of the British-bred parts. But the worst seems to be past, and the British pound carries less weight right now. We'll roll with the blows and continue working hard to make *British Motoring* the best it can be. 

ATTENTION
BRITISH CAR ENTHUSIASTS
Due to the rapidly rising value of the British Pound, prices are subject to change without notice. Prices in this catalog are guaranteed only through March 18, 2004.

went global, companies improved their profit margins by implementing more efficient ways to do business. Parts prices remained relatively stable and would even come down when competition increased. Price-matching evolved as one way to attract and retain customers.

The advent of global economics introduced volatility into the system. Even though your replacement springs may have the Union Jack on their label, they might be manufactured with Korean steel these days. Labor unrest there, political turmoil, or

Reader Letters

Whodunit? We Did It?

Moss gave me my start! In the Winter 1995 issue of *Moss Motoring*, you kindly published the story of my 1957 MG, Emily. Last year on a whim, I submitted a manuscript to an agent. It quickly blossomed into a three-book series of mysteries published by Harper Collins. The first book, *Dead End*, should be out by the time you read this. I thought it might amuse you to know that the protagonist, who owns a classic-car repair shop and discovers the dead body of her rival in a glass-beading machine, drives a 1957 MGA—still in need of a tune-up and a coat of paint. Thanks so much for providing a car-loving writer a place to submit her story.

—Judith Skillings, Exton, PA

Send us your agent's phone number and we'll call it even. See, we're working on a parody of Stephen King's Christine, only with a '58 TR3A instead of a '58 Plymouth Fury. The main problem with the manuscript thus far: the car's intermittent electrics, which prevent it from engaging in Love Bug-style madcap high-jinks.



25th Birthday

Thanks for helping me keep my 1979 MGB roadster in pristine condition. After 25 years, it still runs great and looks even better. She has been across the country from Florida to California and back three times, endured a winter in Rhode Island, a summer in south Texas, and too many years outside of a garage. She still sports the original paint job, seats, engine, clutch, and

transmission. I couldn't be happier. These photos show a little comparison. One picture was taken in 1979 when she was brand new and the other a few weeks ago on her 25th birthday. The driver may have weathered a bit over the years, but you can see that the car hasn't.

—Timothy A. White, Tampa, FL

Blown Away

I avidly read the article on the MGB supercharger system in the Summer '03 issue. I immediately decided that I had to have this system for my somewhat anemic '73 MGB. I did hesitate a bit when I noticed the price of this accessory. From a strictly logical point of view, this expenditure represented sheer economic lunacy—who in their right mind would spend this kind of money on a 30-year-old car? The answer, of course, is any avid British car enthusiast (most of whom aren't mentally balanced when it comes to this subject). Luckily, I had encountered a minor financial windfall, which made the purchase possible, if not advisable.

Let me back up a bit: I obtained my first British car, a handsome Bugeye Sprite, as a senior in college. The ensuing years saw ownership of a Morris Minor, a 1958 Peerless (a right-hand-drive fiberglass car with Triumph running gear), a brand-new TR6, and a tired TR4. Sadly, financial obligations spelled the demise of the last of these cars in 1985. In 2002, I started looking to jump-start my affection for British cars. I stumbled upon a 1973 MGB roadster. The price was reasonable and the car appeared in relatively decent shape.

The first summer was occupied with improvements I considered immediately necessary. Luckily, the engine and drivetrain had been rebuilt by the previous owner. When the weather turned colder, I turned my attention to the body. It had so many coats of paint that a magnet wouldn't stick anywhere. Seven months later, the car was back in decent shape. But I was still bothered by its lack of performance compared to modern cars. I threw

financial caution to the wind when I learned of the Moss supercharger system.

When the MG-owning shop owner called me to say that my car was ready, his comment was, "I want one." I picked up the car and all I can say is WOW. What a transformation. The car pulled strongly and smoothly all through the RPM range and accelerated like the bat from the nether regions. It felt almost like there was a V-8 under the hood. All this from something much less intrusive and expensive than cross-flow heads, hot cams, tuned carbs, boring and stroking. As a bonus, the supercharger looks like it came on the car and exhibits great driveability (something not found with those other alterations).

So, thanks for investing the time and effort to develop the supercharger system. I heartily recommend the improvement to anyone who can find a way to spring the dollars to purchase it. I hope Moss continues to work on ideas like this—things for those of us who are more interested in driving these cars than earning 100 points for originality at car shows.

—Thomas S. Ross, Chittenango, NY

We knew that MGs could benefit from a kit that would reliably almost double its horsepower. We didn't realize that so many MGB owners would embrace the supercharger so fast, and we've ramped up production as a result. Our MGA supercharger system is finished, and Moss customers can look forward to a steady stream of "resto-mod" improvements such as big-brake kits in the near future. We'll cover those introductions here in the magazine. 🇬🇧

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).



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Kirt Bass

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Readers' Cars



Outstanding Upstater

Shawn Herndon's '72 MGB is "no garage queen." He bought the car complete with frozen clutch plate and has since replaced "everything from grille to gas tank." This Bronze Yellow beauty even got a Moss upholstery kit in OE Navy. Shawn has given the car a new life in upstate New York, where he's involved in the Brits of the Hudson club. "Most of my friends enjoy their souped-up modern inventions, but I prefer the pull of the choke, turn of the engine, and distinctive exhaust note of the B," Shawn says. "They're just jealous that a 32-year-old car garners so much more attention than their high-tech rides."



Spritely '61

Perry Reed of Leominster, Massachusetts, bought this '61 Sprite as a rolling chassis. Luckily, the in-progress A-H included rot-less Iris Blue sheetmetal and such upgrades as a 1275 engine and disc brakes. "The performance is slightly better than stock with a Weber carb and header," Perry proclaims. He continues, "I've worked on a lot of project cars in my time, and this was my first Brit car. It won't be my last, thanks to Moss Motors helping to make this project an enjoyable one."




Drive-Through MGB

Chet Douglas procured his '64 MGB at age 19 from a local Jack in the Box in Palo Alto, California. Its previous owner, a fast-food manager, had driven the B into barely running condition. Chet had his first date in the car (an ice-sliding adventure at a golf course) and was pulled over twice for burned-out taillights on the way home—after getting ejected from the fairways. Since taking title in 1978, Chet has gone through most of the car. He even learned how to spray lacquer during the course of the B's "10-layer" paint job. His first car, this B is still Chet's favorite, overshadowing the four other MGs he's owned, multiple BMW 2002s, a Porsche 911, and many others. "I love driving the car, and my proudest moments are taking the kids for rides and, more importantly, my wife for dates," he says. However, Chet hasn't attempting to reenact their first date, preferring dinner and a movie instead these days.



Racy TD

Kent Topham owns this pristine and rare rally-spec '52 TD. The car received an MGA engine swap in 1956, and Lon King (Bridgehampton Circuit) prepared the car for racing with front disc brakes in '59. The TD's next incarnation came in 1989. Over the ensuing five years, it was stripped to the frame and totally rebuilt. Then the MG participated in numerous rallies in the East Coast. Kent bought the car in early 2003 and relocated it to Ivins, Utah. Rough from racing, the car was disassembled once again, and Kent's cosmetic restoration included a complete Moss interior. He says, "It's a handsome car with an interesting race/rally history." 

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.

Jag Balljoint Replacement

Q I purchased a one-piece lower balljoint and tried to install it in my E-Type vertical link. The hole was too small and the rubber boot was damaged. Did I get the wrong part? —Tom Southland

A Jaguar designed one-piece balljoints for the 1988 XJ6, and the lower one can replace the original multi-piece balljoint used on the XJ and E-Type Jaguars. The original design uses a steel socket, which is pressed into the bottom of the stub axle carrier (vertical link). When renewing with a multi-piece original balljoint, the socket should be replaced, but often as a short-cut the socket is left in place and only the ball and lower socket are replaced and shimmed. If installing the updated balljoint, the pressed-in socket **MUST** be removed from the vertical link.

From the factory XJS workshop manual: "Tap the socket out of the stub axle carrier." This can be difficult, but a frozen socket can usually be freed by carefully cutting partially through the socket wall with a saw or rotary tool cut-off wheel. Once the socket is removed, the new balljoint can be carefully fed through the hole in the stub axle carrier, taking care not to damage the boot. Once installed, future replacements are much easier, with no need to set shims. Since the new balljoint flange is thinner than the original ball's pin cap, shorter bolts are recommended when installing the balljoint to prevent damaging the sealing boot. Eight 5/16" x 3/4" NF 24 bolts of minimum Grade 5 will do the trick.



Later XJ6 balljoint (left) compared to earlier socket-style joint.

Brighter Bulbs

Q I'm interested in converting my headlamps to halogens as the originals are pretty dim. Can the wiring in my British car handle these lamps? —Tony Gatewood

A The current rating is marked on the lamp's base; this determines whether it's safe to use with the original vehicle wiring. The OE bulb fitted to many early British sportscars such as the MGTD was rated at 40 watts on low and 50 watts on high—a couple of steps up from having someone walk ahead of the car with a lantern. A popular period option was to upgrade to Lucas Tripod headlamps, which had more powerful 60-watt high beams. Although not enough to burn the fur off a cat at 50 paces, this was a substantial improvement.

Fast-forward to the advent of sealed-beam headlamp units: The standard unit featured a 50-watt low beam and 60-watt high beam. Unfortunately, mass-production and low costs did nothing to improve lens and reflector design, so most of the light from the filament ended up scattered and useless. The advent of the quartz-halogen bulb brought tremendous changes to European headlight technology, and their much brighter light required careful lens and reflector design to maximize visibility and reduce glare. These high-quality replacement headlamps made by Cibie, S.E.V. Marchal, Bosch, Hella, and others were a part of sportscar legend: Their use at Le Mans and Sebring brought bright bulbs to driving enthusiasts' attention. Unfortunately, lobbying efforts made them illegal to use on public U.S. roads, which gave just a touch more spice to their use by the cognoscenti willing to brave their local highway patrol and pay markedly much higher prices for better visibility. (I was obviously one of the bad boys saving my pennies for a pair of halogens so I could play junior rally driver in the woods at night.)

A typical 7" quartz halogen headlamp assembly uses a 60/55 H4 bulb, which means simply that on low beam the halogen unit draws slightly more current

than a regular sealed-beam lamp. But on high beam, they both draw the same current. British wiring being what it is, the high-beam and low-beam circuits have the same current-rated wiring, switches, and terminals, so the low-beam circuit would be safe for up to 60 watts.

Since we're talking about British car electrics, there's always a downside: All of the terminals and switch contacts tend to be corroded and dirty. Installing brand spanky new lamps that are drawing the full-rated current may turn these corroded connections into tiny heating units, which melt their surrounding plastic housings and insulation. This is a bad thing. It isn't due to the halogen headlamps, but rather to the lack of care for the existing wiring. As a matter of normal maintenance, all headlamp connections and switches must be inspected and cleaned—or your beautifully restored machine may turn into a barbecue grill. Pay particular attention to the high/low beam switch, which tends to bear the brunt of load and corrosion due to lack of use. A typical failure occurs when a car is driven around town for years on low beams, then is taken out in the country for an extended high-beam drive. (Concerning "high-output" halogen bulbs, I don't recommend them—their light output compared to the load and longevity problems make them unsuitable for street use.)

Moss Motors now carries two high-quality brands of quartz-halogen headlights with replaceable bulbs. For the Anglophiles amongst us, the Wipac lamps say "Made in England" on the lens. Moss also offers Hella headlamps, which offer excellent construction and design. For those on a strict budget, we also have a replacement sealed-beam unit with halogen bulb. This gives a greater light output but without the high-quality lens and reflector or replaceable bulb:


Wipac Halogen Headlamp Set

#162-725 \$94.95

Hella Halogen Headlamp (sold indiv.)

#902-997 \$37.95

Halogen Sealed Beam Headlamp

(sold indiv.) #171-105 \$9.99 



20 Year Ago In Moss Motoring

Our Summer '84 issue's lead story discussed a new computer system that allowed Moss to fill orders quicker. We also restated Moss's stringent-quality control checks, such as, "Why does this order for TR3 parts call for a TR6 wiring harness?"

The Moss warehouses in California and New Jersey offered over 21,000 square feet of space to store the thousands of items you need to keep your British classic running in tip-top condition. Our motto then (as it still is today): "We're not satisfied until you are!"

The magazine had a great feature on MGA gearbox removal, and Moto-Lita steering wheels were also highlighted (Moss being the sole authorized

distributor of these classic wheels at the time).

Also, former Moss chairman Howard Goldman introduced the "Moss Maintenance Log." An avid pilot, Howard adapted the aircraft log book concept to British cars. This allowed customers to record their service and maintenance details, eliminating guesswork and adding to the resale value of the car.

In 1984 we also had a rebuilding department in Maryland, where skilled technicians reconditioned a variety of components. Finally, two excellent features covered installing MGB door window seals and how to install rust repair panels.



Tabloid journalism, 1984 style.

Britfest Invades New Jersey

Saturday May 1st was a pleasantly warm and sunny day (by New Jersey springtime standards)—a perfect setting for a major car-club meeting. Horseshoe Lake Park off Route 10 close to Dover was a welcoming sight for some 250 British sportscars and sedans of a wide variety of makes and models. From 9:00-4:00, exhaust tones of classics from the 1940s through to future-classic 2004 editions were heard at the blossoming green fields of this lakeside venue.

MGs, Triumphs, Austin-Healeys, and Jaguars of all eras were in the majority with Minis, Rolls, TVRs, and many other name brands in attendance. Even some British motorcycles were inside the paddock.

The entry and registration process was quick and painless thanks to the hard work by the MG Car Club Central Jersey Centre. Besides the cars to ogle at and inspect, vendor booths commanded attention. Car-show attendees supported the local Boy Scouts, who ran the food concessions. Moss Motors Ltd. was again the major sponsor of this annual event. Representatives were on hand to give out catalogs, meet with car owners, and answer a wide variety of questions.

Compared with last year's uncooperative weather, Britfest '04 was well attended. An encouraging amount of young people showed up, and everybody seemed in a happy frame of mind. Must have been the sunshine! Prizes were presented at 3:00, then it was time to get out on the road and drive them like they were meant to be.

—Giles Kenyon



XJs always attract attention.



MG was the best-represented marque.

Walter Mitty Autofest Weekend

For those who braved the stormy weather, Historic Sportscar Racing Ltd.'s Walter Mitty Weekend at Road Atlanta was packed full of events and great racing. Moss Motors joined forces with *Grassroots Motorsports* and *Classic Motorsports* magazines to present an Autofest in conjunction with the historic races. These activities attracted street sportscar owners to the track for the weekend. Reminiscent of the "good old days" when sportscar owners would camp out at the racetracks to see their favorite marques in action, the Mitty Weekend attracted loyal race followers to the festivities on the beautiful grounds of Road Atlanta.

The racing action was unforgettable. My personal high point was watching the big-bore race, where the 1979 Group 44 Jaguar XJS battled against Mustangs and Camaros. In the paddock area, the *Grassroots Motorsports* brigade hosted tech sessions, while Carl Heideman from Eclectic Motorsports demonstrated his Moss-supercharged MGB (the subject of articles in both *Grassroots* and *Classic Motorsports* magazines). Carl will have to re-detail the engine bay as the bonnet stayed open throughout the entire rainy weekend so that MG owners could ask questions and see the installation in person.

Another eye-raiser came courtesy of Champion Motorcar Company, which showed up with a big crate and a pile of dirty Mazda Miata bits. Throughout the rain showers, Champion's loyal mechanics and enthusiastic onlookers labored to completely assemble a drivable Locost sportscar by Sunday afternoon. Meanwhile, the sounds of snorting Minis and squealing tires mixed with the smell of burning rubber as Kumho sponsored autocross action adjacent to vendors' row. This tire smoke contrasted with the opposite row, where ice cream was made the old-fashioned way: in a wooden tub with a paddle driven by an antique industrial engine.

Though the rain limited attendance, the interest in the Autofest was very strong and we look forward to presenting the event again next year. 🇬🇧

—Kelvin Dodd



Moss distributor Lamar Keene from Atlanta Imported Auto Parts did booth duty. Fans were able to scrutinize the MGB supercharger kit up close and personal.



Today's kids don't know that British cars originated the sport-compact craze.

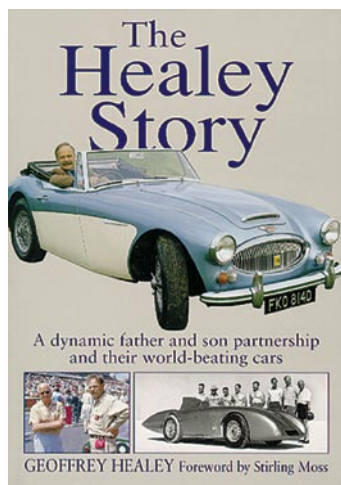


The Montgomery British Motoring Club wasn't scared off by the dark skies.



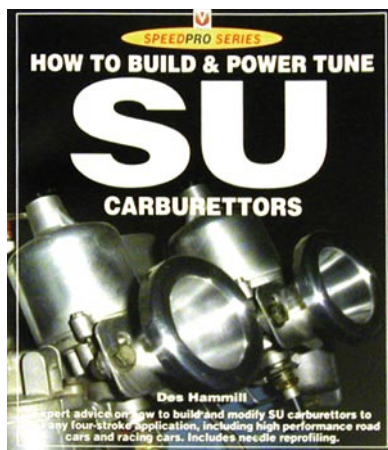
Somehow, rainy weather and leaky exhausts seem to go together.

Hot Products



The Healey Story

Originally written by Geoffrey Healey, this is the story behind the cars. Understanding the men and the times gives an understanding of why the cars that bear their names are so special. From the early life of Donald Healey to the eventual demise of the company, this book is a tribute to the Healey family and their marque. This 200-page hardbound volume is a must for every true Healey enthusiast. 211-565 \$39.95



How To Build & Power Tune SU Carburetors

Des Hammill demystifies fuel-delivery secrets in this 63-page manual. Its expert tips can make you a master at modifying and tuning SU carburetors. This comprehensive tome even addresses needle reprofiling for custom applications. 211-465 \$22.95



Copaslip Wire Wheel Lube

This anti-seize goop is highly recommended for wire-wheel splines and knockoff threads. Its special molybdenum formulation reduces galling and corrosion to improve the life of wire wheels and hubs. Wheel and hub surfaces should be cleaned and relubricated at least once per year as part of a regular maintenance program. 221-405 \$7.95



Hella Vision Plus Halogen Headlamps

Hella combines high-quality optics and a powerful 60/55-watt (high-beam/low-beam) replaceable halogen bulb in each of these DOT-approved headlamps. Now you can legally enjoy the same lighting performance on the street as professional race and rally drivers. Headlamp includes bulb; replacement bulbs are available separately. 902-997 \$37.95



Weber Soft Mounts

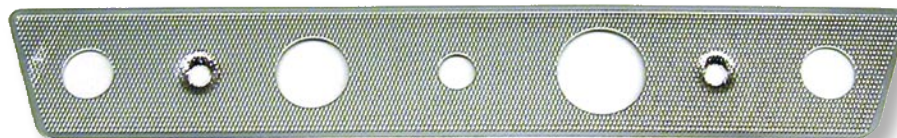
Vibration plays havoc with fuel level, and any Weber DCOE installation works better when the carburetor is isolated from the manifold. This kit does the trick. Customer demand has been overwhelming, and we now have plenty of Soft Mount Kits in stock. 222-251 \$32.95



Halon Fire Extinguisher

Every classic car should have an affordable onboard insurance policy in the form of a functional fire extinguisher. Carrying one is just common sense—carbeques happen, more frequently in older cars. Halon is an extremely effective fire suppressant. This chemical causes the least amount of residual damage and is safe

for human exposure. Our compact 10" chrome extinguisher can be easily mounted to many surfaces with the included bracket. 220-381 \$109.95



TR4 Switch Mounting Plate

Unavailable for many years, this accurate reproduction part will make an interior restoration really shine. Now you can finally get one of the missing pieces to your TR resto project. 633-420 \$19.95

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By John Rettie
Photos by Scott Dahlquist

Jaguar XJ-S

Gracefully growing into a classic

Quick. Note your first reaction the next time you see a Jag XJ-S on the street. It's a pretty striking grand touring car, isn't it? However, old-time Jaguar fans' initial reactions are often ones of disgust.

Disgust is perhaps too strong a word, but when Jaguar introduced the XJ-S in 1975, the car was met with skepticism. Many considered its "flying buttress" design ungainly. According to many Brits, the XJ-S was introduced as a "soft" grand tourer 2+2 rather than a lithe sports car largely to appease American tastes. Worse yet, it was launched without

a convertible version because of U.S. safety-regulation concerns at the time.

The XJ-S was undoubtedly not as sensuous as its predecessor, the E-Type. Yet compared to many other 30-year-old designs, it has become more eye-catching with age; the XJ-S's truly classic bodylines will always make it a head-turner.

Jaguar's Dark Years

Sadly, Jaguar entered its "dark era" in the 1970s: Government ownership, half-hearted public ownership, disgruntled workers, and poor management nearly killed the

company. Consequently, XJ-S sales weren't very strong, and the early cars developed a poor reputation for reliability.

Yet despite this, the XJ-S (like all Jaguars) still scored many auto-racing successes over its 21-year lifespan. In fact, the XJ-S was actually more successful than the E-Type with a long worldwide string of race wins: Most impressive was Bob Tullius's 1977 TransAm championship. The XJ-S even secured its place in TV history as the car of choice for Simon Templar in *The Saint* and Mike Gambit in *The Avengers*.

The car's potential started to show in 1983 when a less-expensive, less-complicated version was introduced, powered by a 3.6L six-cylinder engine. This engine was added alongside the exotic 5.3L V-12, which had been the sole powerplant offering the previous eight years. To make things even better, a cabriolet version was also introduced in '83. Not a full convertible, it was more a targa-type model with a removable roof and fixed rollbar.

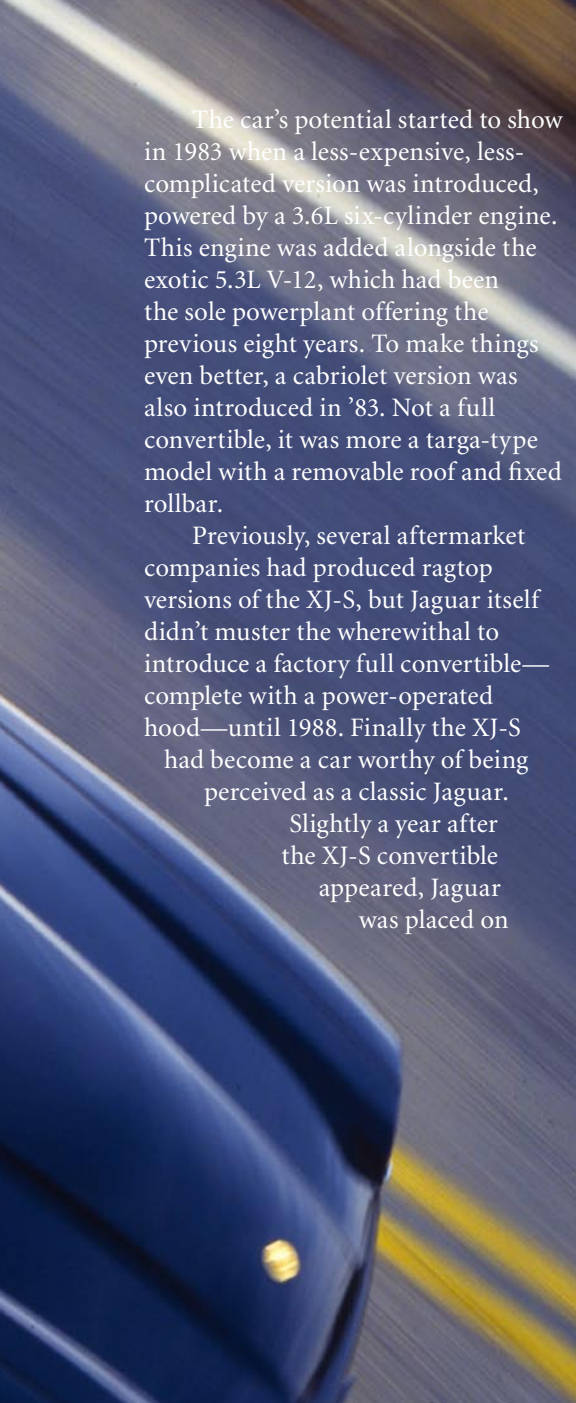
Previously, several aftermarket companies had produced ragtop versions of the XJ-S, but Jaguar itself didn't muster the wherewithal to introduce a factory full convertible—complete with a power-operated hood—until 1988. Finally the XJ-S had become a car worthy of being perceived as a classic Jaguar.

Slightly a year after the XJ-S convertible appeared, Jaguar was placed on

the market: The small company found it impossible to survive as an independent. GM showed interest in buying the iconic marque, but in the end Ford grabbed the cherished Coventry company.

Appropriately, the XJ-S was the first Jag model to benefit from Ford's deep pockets when a heavily revised "XJS" was introduced in 1991. (The hyphen disappeared with the 1991 model, although many

purists continue to include it for consistency.) A claimed 40% of the body panels had been changed to give the new XJ-S a more contemporary look. The new cars also incorporated a redesigned interior, improved feature and equipment levels, and the adoption of the AJ6 4.0L engine in place of the 3.6L version in the six-cylinder coupe. This engine finally found its way into the convertible a year later.



Between 1992 and production of the final car in 1996, the only changes were upgrading the V-12 engine to 6.0 liters in 1993 and upgrading the six-cylinder engine to the AJ16 4.0L six in 1994.

The XJ-S goes down in history as the longest-running Jaguar model ever made—that alone will ensure it remains a classic. In all, about 115,000 were built during the 21-year production run, or about 25,000 more than the E-Type during its 13-year lifespan.

Ironically, when the XJ-S was introduced in 1975, its platform was basically a shortened version of the XJ12 sedan. When the XJ-S was replaced by the XK8 in 1996, the new car was again based on the previous-generation platform (which had admittedly evolved over the years). The XK8 is still a highly regarded grand tourer, yet the fact that its underpinnings date back over 30 years shows that the XJ-S's fundamentals are good. Fortunately, the car is finally getting the recognition it deserves.

Buying An XJ-S

If you're in the market for an XJ-S, look for the most recent model you

can find. Newer cars are much better (unlike E-Types, where earlier models are more desirable). Shop around and look for an XJ-S with a full service history that shows it's been well maintained. Although the six-cylinder models are less expensive to maintain or repair, they do not provide the same svelte character that's bestowed by the 12-cylinder engine. According to long-time Jaguar technicians,



XJ-S Chronology

- 1975: GT Coupe V-12 5.3L launched September
- 1981: HE Coupe V-12 5.3L launched July
- 1983: 3.6L Coupe launched October, XJ-SC 3.6L Cabriolet launched October
- 1985: SC HE V-12 5.3L Cabriolet launched July
- 1986: HE V-12 5.3L Convertible by Hess & Eisenhardt launched November
- 1987: 3.6L Coupe Sportspack launched September
- 1988: V-12 5.3L Convertible launched April, XJR-S 5.3L Coupe, Le Mans Special launched August
- 1989: V-12 5.3L Collection Rouge launched June, XJR-S 6.0L V-12 launched August, Ford takeover
- 1990: V-12 5.3L Coupe Le Mans special edition introduced September
- 1991: Restyled range, 4.0L six introduced
- 1992: 4.0L Convertible launched May
- 1993: V-12 6.0L launched May
- 1994: AJ16 4.0L six fitted June
- 1996: XJ-S withdrawn from sale






the 12-cylinder engine is basically very strong and will last a long time providing it has been correctly maintained. Routine maintenance is the key to success with any XJ-S.

Fortunately, many owners were well aware of the car's ongoing requirements; well-maintained, low-

mileage examples aren't too difficult to find. The main problem is that the V-12 models are susceptible to overheating (sound familiar?), and once the engine (or the GM transmission, for that matter) have boiled over, problems follow.

Bottom line: The XJ-S offers V-

12 performance and prestige that is not available in other cars on the road, at least not without spending a fortune.

As one Jaguar fan says, "The XJ-S offers a lot of bang for the buck—a practical 12-cylinder super car for a lot less than others." 

XJ-S Production

	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	TOTAL	
XJ-S 3.6 fhc XJ57								18	269	451	782	650	1,250	2,066	1,999	1,285	97						8,867	
XJ-S 3.6 cabriolet								5	163	199	393	194	196											1,150
XJ-S 4.0 fhc XJ88 7X																41	1,258	1,181	1,289	985	793	120		5,667
XJ-S 4.0 conv XJ98 7Y																	4	1,049	799					1,852
XJ-S 4.0 two-plus-two 7K																			1,951	4,633	3,943	1,485		12,012
XJ-S V12 5.3 fhc XJ27/87 7W	1,245	3,082	3,890	3,121	2,405	1,057	1,292	3,455	4,317	5,852	6,067	6,641	6,758	5,045	4,209	2,939	1,536	352	13					63,276
XJ-S V12 5.3 cabriolet									7	709	1,567	1,510	70											3,863
XJ-S V12 5.3 convertible XJ77/97 7J													112	3,175	4,877	4,633	1,689	744	15					15,245
XJ-S 6.0 fhc XJ27/87 9W																		12	460	242	59	1		774
XJ-S 6.0 convertible XJ97 9J																		11	31	28	11			81
XJ-S 6.0 two-plus-two 9L																		1	595	1,030	78	2		1,706
XJR-S V12 6.0 fhc XJ27/87 8W															122	328	65	249	23					787
XJR-S V12 6.0 convertible 8J																			34	16				50
Total of XJ-S range by year	1,245	3,082	3,890	3,121	2,405	1,057	1,292	3,478	4,749	6,509	7,951	9,052	9,826	10,356	11,207	9,226	4,649	3,633	5,192	6,918	4,884	1,608	115,330	

(Courtesy Anders Ditlev Clausager, Jaguar Daimler Heritage Trust)

Modern Tires For Classic Sportscars

Re-shoeing with radials

By Kevin Dodd

One of the most frequently asked questions faced by the Moss Motors technical department is, “What size tire should I buy?” In response, here’s a size-matters look at the four black round things that keep your sportscar from dragging on the ground.

Luckily, British sportscars were originally designed with a fairly limited range of wheel and tire combinations. So, we can begin by lumping some applications together. In the interest of simplicity, the original fittings are followed by some caveats. (Purists please note: We are quite aware of the minor production differences and have chosen the most popular OE sizes.)

Behind The Numbers

These factory-fitment tires have Numeric System sizing. The first digits indicate the nominal cross-sectional width of the tire, and the last digits are the wheel rim diameter. The approximate diameter of the tires can be determined by digging into auld tire lore. An aspect ratio is the percentage of the section height to section width, and Numeric System tires had a nominal 88-92 aspect ratio. Compare this to modern tires with 50-60 aspect ratios (commonly called “series”) and it becomes obvious that your classic chariot was designed to

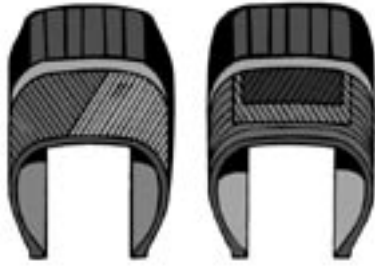
operate on tires that were very tall and skinny in comparison to the rubber strips masquerading as tires on today’s sport-compact street racers.

Original-style bias-ply (known to Brits as “cross-ply”) tires have a much narrower tread width or contact patch than modern radial tires. This becomes an important issue when understanding the loading experienced by early

suspension design. With a typical tread width of less than 4”, the original bias-ply tires break free easily, reducing the loading on the wheels and suspension. Watching early sportscar racing footage shows that the current sport-compact “drifting” craze is far from a modern phenomena. Going sideways around corners with the tail hanging out was the real test of sportscar driving. Even with these early tires, wheel



Vintage racer Michael Jacobsen prefers to keep the period-correct look for his '34 MG N-Type, although his Rudge wheels measure 16 inches as opposed to the stock 18-inchers.



Bias-Ply

Radial

Tires were originally made with stiff-carcassed bias-ply construction. Michelin patented the radial design in 1946. Radials offer several performance advantages over bias-plyes because the sidewalls are more compliant. (Courtesy Coker Tire)

failure was a problem, and most manufacturers had to increase wheel strength to withstand spirited driving.

As tire technology advanced, these changes influenced factory chassis engineering. Radial tires were first fitted as options, then later as standard equipment.

The first radial tires to see service on British sportscars were labeled in the Metric Sizing System, which again did not have a stated aspect ratio. By this time, “low profile” tires were popular, and the aspect ratio ranged from 78 to 82 depending on manufacturer and date, the earlier tires being taller. Comparing the original-fitment radial tires with the earlier OE bias-ply sizes shows how little the diameter—and hence, gearing—changed.

Unfortunately, many of the original sizes are no longer available, so wider, lower-profile tires are substituted. The resulting domino effect causes changes in gearing and steering effort—and often a decrease in safety and handling. Much of these cars’ charm comes from their nimble feeling, which is often lost with overly wide tires. Heavy low-speed steering and a lack of crispness when cornering are symptoms of too wide a tire. At a certain point, wider isn’t better, and it’s important to check wheel widths and choose tires that are matched correctly to the wheel. In some cases this means ordering tires from companies that specialize in vintage tires because modern radials are too wide to be safe on the original wheels.

Radial Recommendations

Here are tire sizes that will ensure safe handling and maintain an original look.

A-H Sprite/MG Midget and Triumph Spitfire with stock 4" steel or wire wheels	145/80 or 155/80
Later Triumph Spitfire with 4.5" or 5" steel wheels	165/80 or 175/70
Triumph TR7/TR8	The original 185/70 tires are readily available. 205/60 tires may be safely fitted.
Early MGB with 4" steel wheel	155/80 or 165/80
MGB with wire wheels	165/80 or 175/70
MGB with “Rostyle” 5" wheels	175/70 or 185/70
MGB with 5.5" alloy wheels	185/70 or 195/65 (check for clearance on the inner and outer rear fenders)
A-H 100, MG TD/TF, MGA, TR2-4 with original early 4" steel or 48-spoke wire wheels	155/80 or 165/80
A-H 100/100-6, MGA, TR2-4A with 4.5" steel or 60-spoke wire wheels	165/80 or 175/80
A-H 100-6, MGA, TR2-4A with 5.5" 72-spoke wire wheels	175/80, 185/70, 195/70 (check for clearance on the wider tires)
6-cylinder Jaguar E-Type, TR250/6 with original 5.5" wheels	185/80, 195/75, 205/70
12-cylinder Jaguar E-Type and XJ sedan	205/70

$$\text{Tire Diameter} = (\text{Cross-Section Width} \times \text{Aspect Ratio}/100) \times 2 + \text{Wheel Diameter.}$$

Matching factory tire diameter is also necessary to retain correct odometer accuracy, ride height, and final-drive gearing. Aesthetically, a tire that’s too short may look out of place in the wheelwell. The accompanying tables give calculated dimensions of available tires; compare these diameters and recommended wheel widths. (Wheel width is

measured between the two bead mounting surfaces of the wheel, not from edge to edge.)

When completing a restoration, many choices affect safety. Maintaining the car’s original look and handling are important to many restorers, yet when it comes time to choose tires, cost and availability often outweigh aesthetics. Luckily, a

OEM Sizes

Application	Size
A-H Sprite/MG Midget and Triumph Spitfire	5.20x13
MGB	5.60x14
Austin-Healey 100-3000, MG TD/TF, MGA, TR2-TR4	5.90x15
Jaguar E-Type	6.40x15

Original Fitment Sizes

Designation	Aspect Ratio	Width	Diameter
5.20x13	90	5.20"	22.36"
145R13	82	5.71"	22.36"
5.60x14	90	5.60"	24.08"
155R14	82	6.10"	24.01"
5.90x15	90	5.90"	25.62"
165R15	82	6.50"	25.65"
6.40x15	90	6.40"	26.52"
185R15	82	7.28"	26.94"

- Recommended fitments are in bold.

Typical Modern Tire Sizes (actual sizes vary by manufacturer)

Modern 13" Tires

Original 5.20x13 Tire Diameter Approx. 22.5"

Size	Width	Diam.	Wheel Width
145/80R13	5.71"	22.13"	4.0"-5.5"
155/80R13	6.10"	22.76"	4.0"-5.5"
165/80R13	6.50"	23.39"	4.5"-5.5"
165/70R13	6.50"	22.09"	4.5"-5.5"
175/70R13	6.89"	22.65"	5.0"-6.0"
175/60R13	6.89"	21.27"	5.0"-6.0"
185/70R13	7.28"	23.20"	5.0"-6.5"
205/60R13	8.07"	22.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Wire wheels and early Sprite/Midget and Spitfire steel wheels were 4.0" wide. Rostyle and later Spitfire wheels were 4.5" wide.
- The 1980 Spitfire was fitted with 5.0"-wide steel wheels.
- TR7s/TR8s were fitted with 5.5" wheels.

Modern 14" Tires

Original 5.60x14 Tire Diameter Approx. 24.0"

Size	Width	Diam.	Wheel Width
165/80R14	6.50"	24.39"	4.0"-5.5"
165/65R14	6.50"	22.44"	4.0"-5.5"
175/80R14	6.89"	25.02"	4.5"-6.0"
175/70R14	6.89"	23.65"	4.5"-6.0"
175/65R14	6.89"	22.96"	4.5"-6.0"
185/70R14	7.28"	24.20"	5.0"-6.5"
185/65R14	7.28"	23.47"	5.0"-6.5"
185/60R14	7.28"	22.74"	5.0"-6.5"
195/65R14	7.68"	23.98"	5.5"-7.0"
195/60R14	7.68"	23.21"	5.5"-7.0"
205/60R14	8.07"	23.69"	5.5"-7.5"

- Recommended fitments are in bold.
- Early MGB roadster steel wheels were 4.0".
- Wire wheels and early GT steel wheels were 4.5".
- Rostyle and Alloy wheels are 5.0"

Typical Modern Tire Sizes (actual sizes vary by manufacturer)

Modern 15" Tires

Original 5.90x15 Tire Diameter Approx. 25.6"

Size	Width	Diam.	Wheel Width
155/80R15	6.10"	24.76"	4.0"-5.5"
165/80R15	6.50"	25.39"	4.0"-5.5"
175/80R15	6.89"	26.02"	4.5"-6.0"
175/65R15	6.89"	23.96"	4.5"-6.0"
185/70R15	7.28"	25.20"	5.0"-6.5"
185/65R15	7.28"	24.47"	5.0"-6.5"
195/70R15	7.68"	25.75"	5.5"-7.0"

- Recommended fitments are in bold.
- A-H 100, MG TD/TF, MGA, and early TR2-4 were equipped with 4" steel or 48-spoke wire wheels.
- Later A-H 100-6/3000, MGA, and TR3-4A were equipped with 4.5" steel or 60-spoke wire wheels.

Original 6.40x15


Tire Diameter Approx. 26.5"

Size	Width	Diam.	Wheel Width
185/80R15	7.28"	26.65"	5.0"-6.5"
195/75R15	7.68"	26.52"	5.5"-7.0"
195/70R15	7.68"	25.75"	5.5"-7.0"
195/65R15	7.68"	24.98"	5.5"-7.0"
195/60R15	7.68"	24.21"	5.5"-7.0"
205/70R15	8.07"	26.30"	5.5"-7.5"
205/60R15	8.07"	24.69"	5.5"-7.5"

- Recommended fitments are in bold.
- TR250/6 were fitted with 5.5" steel and 72-spoke wire wheels.
- 6-cylinder Jaguar E-Types and early sedans were fitted with 5" wire wheels.
- 12-cylinder E-Types and the XJ series were fitted with 6" wheels.

few companies (some of which are listed below) specialize in stock, period-correct bias-ply tires for British sportscars for those who want to accurately restore early cars. If driving safety is a priority, though, modern-tech radials are available that fit well and offer increased handling and safety. Just don't be tempted to install an incorrect-size tire because it's on sale. Use this article to help enjoy your sportscar the way its engineers intended.

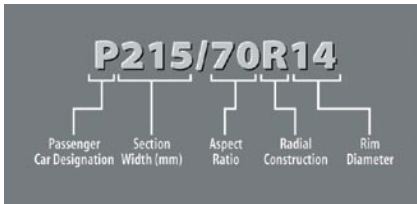
Sources

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- Michelin, (800-847-3435), www.michelin-us.com
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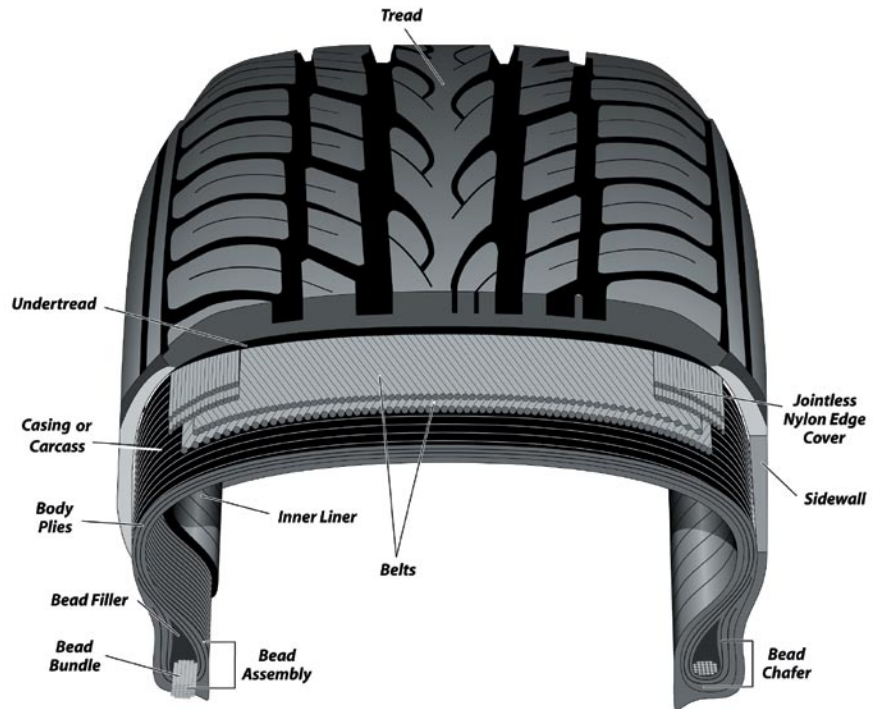
Anatomy Of A Radial Tire



Numeric sizing was the standard through the late-sixties. Section widths ending in zero were 92-series, and 82 aspect ratios were indicated by section widths ending in numbers other than zero. (Courtesy Yokohama)



Metric sizing uses millimeter measurements instead of inches. P-metric sizing appeared in 1976 for small cars that require higher inflation pressures. (Courtesy Yokohama)



(Courtesy Yokohama)

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New Mini Vs. Classic Cooper S

Has BMW bred the Britishness out of the new cutemobile?

By Robert Goldman
Photos By Bill Delaney



While the recently deceased “classic” Beetle may forever hold the position of subcompact sales champion, one could argue that the classic Mini was a car of greater historical importance. Don’t believe me? Go out and purchase a new rear-engine, rear-drive, two-door/four-seat car. Not many choices, are there? Even the new Beetle has a transverse front-drive layout, a concept pioneered in the Mini.

Every small two-door, wheels-on-the-corners, two-box economy car on the planet today owes something to Alec Isigonis’ inspired design. When BMW took over creation of the new Mini, there was no need to change paradigms. What worked in 1959 still works today.

The remarkable aspect of the Mini concept is how an intentionally utilitarian design has become synonymous with sportscar performance. Today’s Mini, a very practical and efficient machine, is marketed in sporty and sportier forms. The Cooper S, in today’s supercharged format, is squarely targeted at enthusiasts. While there may not be another Coupe des Alpes in its future, the new S is a highly competent backroads performer.

We must have become a lot larger in the last 40 years. The new Mini looks quite small. In fact, it’s one of the smallest cars you can buy, but it looks downright big next to an original Mini. In either case, the rear seat is best suited to slim teenagers.

Talk to any British adult today, and they’ll likely have stories of teenage adventures involving four or more kids and a Mini. This points to one of the fundamental differences between the old and new iterations.

The original Mini was first and foremost an economy car, intended to carry the greatest possible load in the least space, and do so without consuming much in the way of natural resources. As originally conceived, the Mini was a pretty uninspired machine. It took the vision of hardcore performance-seekers like John Cooper to identify the mighty mouse in the mundane Mini. The feature set—and consequent price tag on a new Mini—are targeted at, shall we say, a more gainfully employed clientele. Whomever the target customer, the question remains: Is the new Mini a faithful rendering in updated form or merely a new car borrowing an old name?

Styling

When parked side by side, the new car dwarfs the old. Yes, Minis really were that small. The new car may be reminiscent of the old, but in this author’s opinion, it’s a bit of a stretch to say they look much alike. Certainly, the new car’s grille is an update of the old, and it does have fender flares. Beyond that, there are fundamental differences. The original Mini had a straight-through waistline.

The new car's rises from front to back, giving the total package a somewhat more aerodynamic look. By comparison, the old car really is just a big square box, with a small box stuck on the front.

How one can look at a box and call it cute is beyond me. It is for this reason that automotive stylists are gainfully employed. Old Mini is cute. Amazingly, the new Mini is cute in the same way—when compared with its modern contemporaries. Take the old car away and the new one looks like two boxes grafted together in the same charming fashion.

Performance Shootout

In the realm of performance, those who believe a vintage car may be fairly compared to a modern machine have not been paying attention. However, for fun we took a beautiful Australian-issue 1967 Mini Cooper S, belonging to David Rentfrow, and a new supercharged Cooper S out to Camarillo Airport for a little magazine-style testing. In fact, we snuck in a few runs in conjunction with *Popular Mechanics*' 2004 fullsize pickup test. Using all the charm we could muster, we convinced them to let us record a couple numbers between runs. I never saw the truck results, but it wouldn't surprise me if they were faster in a straight line.

With enough modification, I'm sure an old Mini could be made to accelerate faster than a new Cooper S. The new Cooper is sporty, but nothing to write home about. Safety technology adds a significant weight penalty, and the blown 1.6L single-cam motor provides adequate—if not overwhelming—power. In many respects this makes the car true to its heritage. Small British cars always placed a premium on handling and braking. Once the truck-testers suggested we turn off the traction control, it at least proved possible to smoke the 17" run-flats through First gear. This is great fun, especially if you don't have to pay for the tires.

While the original Cooper's 13.28-seconds 0-60 time was comparatively slow, it sounded like a million miles per hour.



Our truck-tester friends thought it was quick, just from the noise. Braking tests (60-0) were little more than a formality. The new Cooper is after all a BMW design, and its four-wheel discs with ABS produced easily repeatable results. The procedure? Stomp both brake and clutch pedals together, then let the computer do the rest. Not much drama here. After three successive stops, braking effectiveness was unchanged: 126.7', 127.5', and 128.5'.

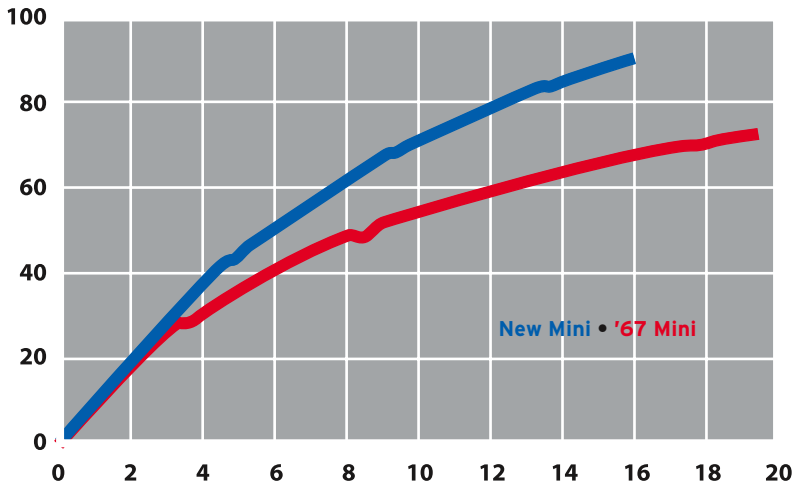
The little old Cooper that could perhaps couldn't by its third attempt. David never quite came to a stop, and drove in with smoke billowing off the discs. The truck guys, perhaps unused to seeing so much smoke without call for a fire extinguisher, firmly instructed the car not be allowed to sit

until it had been driven to allow the front rotors to cool off. (The first run was a trial, and the second stopped in 156.0' feet from 60 mph.)

With the slalom test remaining, the new Cooper was withdrawn. This led to some great speculation. Was the car withdrawn because, knowing in a test where acceleration and braking do not play a part, the classic car may have won? Wide modern tires and computer-aided suspension design would give the new car a theoretical advantage, but the much wider modern car would have had to move further side to side. Alas, we shall never know, but if you have ever seen a well-prepared classic Mini on track, one could easily speculate the new car got scared and ran away. In reality, driver David Rentfrow's main slalom

challenge in the old Mini was in not sliding off the old bench seat while whipping off the old cones. And an ultimate testament to the new Mini's handling prowess is that it's currently *Road & Track's* reigning slalom champ.

Sterile performance numbers alone have never been the true measure of car. Is it fun to drive? Does it respond as expected, or are there hidden vices waiting to trap the unwary? In this admittedly subjective realm, we shall have to call it a dead heat. Only once have I ever tried to keep pace with a modern sportscar while driving a classic. Worrying over the pace of the new car is pointless. Where old cars have the advantage is in the rewards for getting it right.



At 150 feet of altitude, the new Mini ran a 15.52-second quarter-mile @ 90.5 mph. The '67 Mini mustered an 18.47 @ 71.1 mph.

Handling

A few years ago I had the chance to drive a classic Mini in the Alps. Charging up or down a series of switchbacks in an old car is more an exercise in technique than sheer speed. One could spend an hour at a time shifting from second to third. Then braking hard and pulling a perfect heel and toe downshift back to second. So what if the car won't run when it's cold and the motor sounds like a mangled sewing machine? The work is immensely satisfying, and even if the brakes give out entirely,





Mini Cooper S Specifications


	2003	1967
Manufacturer:	BMW	British Motor Corporation Australia
Engine size/type:	1600cc SOHC I-4	1275cc SOHC I-4
Peak horsepower (SAE net@rpm):	163 @ 6,000	75 @ 5,800
Peak torque (SAE net lb-ft@rpm):	155 @ 4,000	80 @ 3,000
Transmission:	6-speed manual	4-speed manual
Final Drive Ratio:	3.444:1	3.444:1
Front suspension:	IFS	Hydroelastic operating on unequal length arms, connected fore/aft with rear
Rear suspension:	IRS	Hydroelastic operating on trailing arms, connected fore/aft with front
Front brakes:	vented discs	Servo-assisted 7.5" vented discs
Rear brakes:	solid discs	7" drums
Tires:	P195/55SR16.0 BSW Run Flat AS	145/80-10 155/55R14
Wheels:	16x6.5 alloy	15x5 steel
Wheelbase, in:	97.1	80.2
Length, in:	143.9	120.3
Width, in:	66.5	55.5
Height, in:	55.8	53.0
Turning circle, ft:	35.0	28.5

Sources

Chuck Heleker, Seattle Area Mini Owners Association, www.hoffard-blaauw.com/seattlemimi
 MiniGuy, 75 W. Thompson Blvd., Ventura, CA 93001, (805) 641-1970, (818) 865-6062, www.miniguy.com
 Moss Mini, 440 Rutherford St., Goleta, CA 93117, (800) 895-2471, www.mossmini.com

you're not traveling fast enough to get hurt. Even on the downhill stretches an emergency downshift will provide enough revs and compression braking to save the car.

While I haven't driven a new Cooper in the Alps, there are a few short stretches in the coastal mountains of Southern California in which one can duplicate the experience. It becomes plainly obvious; the levels of grip and power place this new car in a different realm. In spite of its superb brakes and brain-fade-saving traction control, the new Mini will bite back when pushed too far. While I have never feared building enough speed in an old Mini to slide off a cliff, the new car can generate serious momentum.

Are the new and old Minis fun to drive? Absolutely. Do they equally love tight, twisting mountain roads? In a word, yes. Is one better than the other? A loaded question indeed. I'll say this much: The new Mini can be worked so hard through the hills that this driver has made himself car sick while driving. However, unlike a dog that will eat himself sick at any opportunity, with a little discretion the drivers of Minis new or old will have all the fun they can handle. 



MGB Chrome Bumper Conversion

Moss's new kit makes rubber-bumpered Bs more upscale

By Tom Morr
Photos By Eric Wilhelm

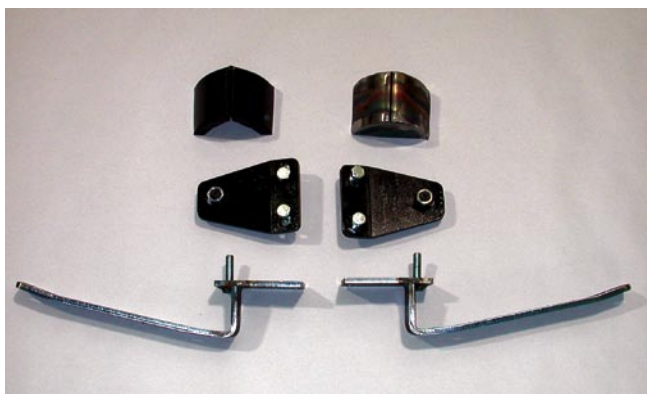
Now rubber-bumpered Bs can go retro thanks to a new chrome-bumper conversion kit.

If you're lucky enough to own a pristine MGB, keep it that way and watch its value increase. For everyone else who doesn't have a megabuck auction car or 90-point show-stopper, any modifications that enhance the driving experience and overall fun factor should be considered fair game. Moss Motors' new MGB Chrome Bumper Conversion (Part # 453-878, 453-888) is one such upgrade, giving owners of 1974½–1980 rubber-bumpered MGBs the opportunity to increase their cars' class and elegance factors.

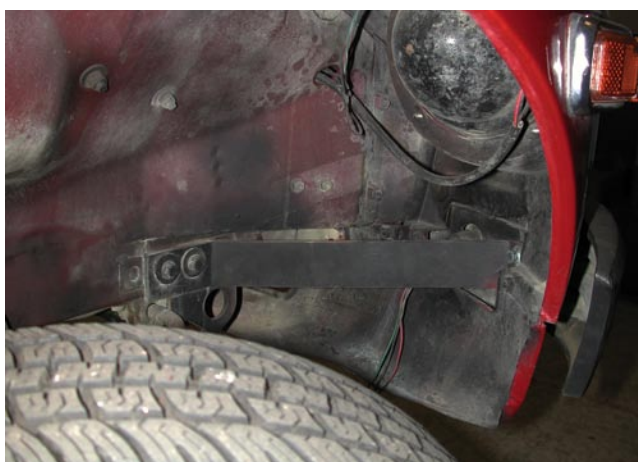
This kit is designed with the do-it-yourselfer in mind. However, the job requires cutting, welding, and painting, so Moss Motors recommends professional installation for best results. Having a service manual on hand also helps—these photos were shot on two different '79 MGBs; exact hardware locations and quantities may vary on earlier cars. This is merely an overview of the major steps of the bumper conversion. Please visit www.mossmotors.com to see the complete instructions.



2. Disconnect and label the front blinker/running light wires near the radiator.



1. Moss Motors' bumper conversion kit includes reproduction bumpers, overrides, mounting brackets, and metal fill plates to make the conversion look factory-original.



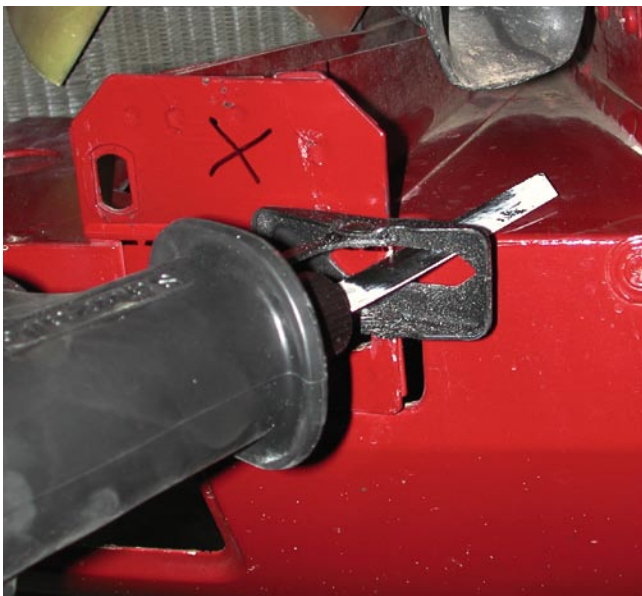
3. Unbolt the front bumper from the corner braces.



4. Mark the grille's position on the framersails, then remove the grille to access the main bumper mounting bolts.



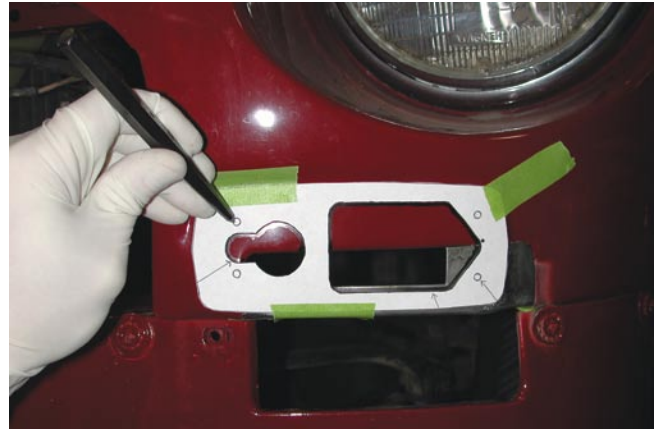
5. Remove the lower mounting nuts, then the uppers. Note any shims between the bumper and car. The bumper removes by pulling it forward; an assistant is helpful here. Guide the wires as the bumper is removed.



5. Trim the main bumper mounts from the framersail using a reciprocating saw for the horizontal cut, a die grinder with cut-off wheel for the vertical slices, and a cold chisel to break the piece loose. Weld in the kit's sheetmetal caps to fill the rail.



6. Fit and weld the kit's turn-signal filler pieces onto the car.



7. Use the templates in the kit's instructions to mark cut-outs for the chrome-bumper turn signals.



8. Remove the old valance; the kit includes a replacement.



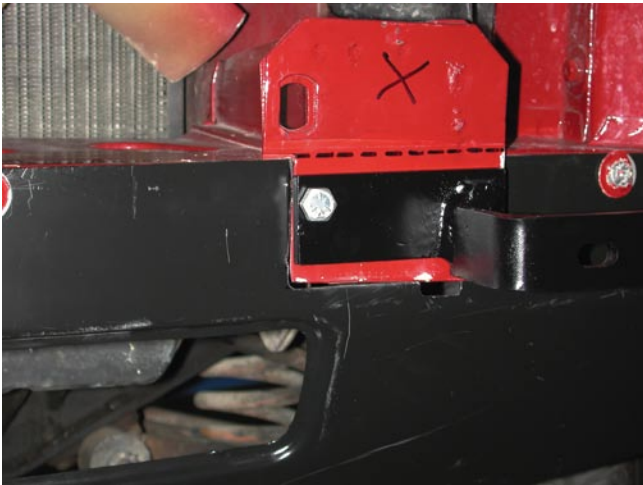
9. The new valance must be notched for the bumper mounting pads with a die grinder or tin snips. Mark it using the instruction's templates.



10. Install the valance, drilling holes as necessary.



11. Bend and trim the valance's flanges as necessary to align with the fenders. This requires removing the valance.



12. Install the kit's bumper brackets and overrides.



13. Install the bumper on the brackets, adjusting it for proper alignment with the body per the instructions, using the factory shims if necessary.



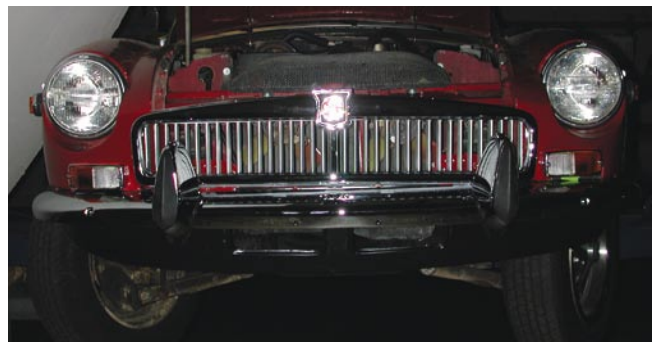
14. Install the kit's corner brackets between the bumper and valance; mark and drill holes. Then the overrides can be attached to the bumper.



15. Narrow the grille and shape the hood if necessary to fit the new bumper. Set the grille in place and fasten through the bottom holes.



16. Install the kit's three upper grille-mounting brackets.



17. Align the brackets with the grille surround, attach fasteners, and snug down. Then remove the bumper, brackets, and grille to perform any necessary bodywork and to paint the valance body color.

Rear Bumper



18. Remove the rear bumper by unbolting the fasteners in the trunk and under the car and pulling the bumper straight out. An assistant is helpful here.



19. Assemble the new bumper by attaching the brackets and overriders.



20. Use existing holes to attach the kit's adapter brackets to the body.



21. Attach and align the new rear bumper.



22. Fit the corner panels to each side, remove the taillights and bumper, and weld the panels to the car. (Be cautious when welding near the gas tank.)



23. Reinstall and align the bumper. Then install the bumper filler plates, marking and drilling holes per the instructions. Remove the bumper and brackets and paint the patch panels to match the car.



24. After painting, reinstall the bumpers. Add the front blinkers and reconnect the wires. Here's a side-by-side comparison of chrome versus rubber bumpered cars. 🇬🇧

2004 VARA/Moss British Extravaganza

Number 9 was
mighty fine

By Tom Morr
Photos By Tom Morr



Few things are as annoying as a song that sticks in the back of your mind. Personally speaking, the underscore for this year's VARA/Moss British Extravaganza was *number nine, number nine* from the Beatles White Album. (The fact that this was the ninth annual Extravaganza caused the number nine loop to play in the background of the brain.)

The British Extravaganza continues the Moss Motors tradition of hosting family-oriented customer get-togethers with an emphasis on driving activities. These shindigs date back to 1993, when Moss jacks-of-all-trades Harry Haigh and Ken Smith organized the first British Festival at Flags Up Farms in Solvang, California. Skill events included rallies and car-balancing on a teeter-totter. (Unbeknownst to competitors, Moss judges secretly subtracted show points for on-site maneuvers such as car-dusting and detailing.)

The relationship between Moss and Vintage Auto Racing Association (VARA) was forged in 1995. This year, British Extravaganza No. 9 was about as good as it gets. Sure, we're paid to say that, but the temperate weather at Buttonwillow Raceway Park in the central California dustbowl west of Bakersfield attracted 260 vintage-race entrants and scores more British car fans. For many, the highlight was 16 pre-war cars, ranging from five Morgan three-wheelers to Peter

Giddings' famous '32 Alfa to an Allard, an Essex, an Elva, and some historic MGs. British fans flocked to the track when these cars did their laps. Other racing highlights included Saturday's MG/Triumph challenge and Sunday's Mini/Sprite battle. Driving being the event's bottom line, all registered participants had the option of taking exhibition laps each day.

No. 9 (*number nine, number nine*) will be a tough act to follow. However, rumor has it that Moss will do something special for the event's tenth anniversary next May. Those of us who were on our feet all weekend suggest Moss masseuses (Mosseuses?) under the big blue tent. We can barely wait for next year's Extravaganza—and the emergence of its theme song.



Ron and Sandy Davis put a Blue Oval V-8 into their "Ford-ified" '56 Healey 100.



After a year of planning, the Victoria MG Club toured to the Extravaganza from British Columbia. Right to left: Jim Mills (TR3A), Jack Baker (MGB), Len Smith (MGA), Roger Burgess (MGB), Chris Grant (MGB-GT), Dave Whitworth (MGB), Bill Phelan (MGB), Al Thompson (TR6), and Bill Hoyt (MGB).



Here's the E/Production version of Snoopy's Sopwith Camel doghouse: Marlene Riehle's '67 Spit.



The Miata and Mini contingents salivate for the slalom. David Woolery posted the fastest time, although not on this cone-crushing run.



Local hosts, the Bakersfield British Car Club underscored the area's blue-collar roots by leaving the luxury motorhomes with multiple pop-outs at home.



Gerald Allen and his '67 Spitfire lead Terry Baker's '57 MGA.



It takes a serious pot to cook beans for 800 people.



Jerry and Marlene Vanderpool brought their stunning 1966 Sunbeam Tiger, complete with Shelby-autographed cowl.



Phil Anderson's "lily pad" display showcased his '61 Bugeye.



Group 3 had 57 entrants, encompassing many of the British racers as well as bathtub Porsches and even Volvos.



The pre-war fray included George Tollworthy's '34 Morgan three-wheeler, George Myers' '52 Allard K2, and 83-year-old George Chilberg's '33 MG Type L.



Thankfully, the VARA Tabernacle Choir waited till after dinner to take the stage.



Troy Wickers' Mini Woodie seems perfect for a cameo appearance in an Austin Powers movie.



Al Moss survived a close encounter with a Taliban-esque rookie big-rig driver while towing his '34 Morgan three-wheeler from Arizona to the track. 🇬🇧

2004 VARA/Moss British Extravaganza Results

Car Show

- Early MG (Pre-1974): 1) Ed Reynolds, 1953 MGTD;
2) Mack Askari, 1952 MGTD
- Late MG (1974-On): 1) Jack Baker, 1975 MGB; 2) Bill Phelan, 1979 MGB
- Early Triumph (Pre-1974): 1) Jim & Maureen Mills, 1958 TR3A;
2) Bonnie Pascale, 1972 GT6
- Late Triumph (1974-On): 1) Al Thompson, 1974 TR6;
2) Dave Carroll, 1974 TR6
- Sprites & Midgets: 1) Mike McLean, 1960 Sprite;
2) Phil Anderson, 1961 Sprite
- Jaguar: 1) Linda Freeman, 1972 E-Type;
2) Frank Oakley, 1986 XJ SC
- Austin-Healey: 1) Al Adams, 1963 BJ7;
2) Ron & Sandy Davis, 1956 100 Modified
- Mini: 1) Rick Williams, 1967 Mini;
2) Troy Wicker, 1967 Morris Mini
- Other British Open: 1) Jerry & Marlene Vanderpool, 1966 Sunbeam Tiger;
2) Gerald Allen, 1950 Morris Minor
- Best Miata M1: David Woolery
- Best Miata M2: Robert Franson
- Moss Choice: Gerald Allen, 1950 Morris Minor
- Slalom: David Woolery, Miata

VARA Race Winners

- MG/Triumph Challenge: John Wilkins, Triumph Spitfire
- Mini/Sprite Challenge: Efrain Olivares Jr., Sprite
- Group 1: Fred Plotkin, Kangaroo Mk1
- Group 2: Rod O'Connor, Ralt RT-5
- Group 3: Edward Carden, Turner
- Group 4: Peter Giddings, Alfa Romeo
- Group 5: Todd Strong, Titan Mk6
- Group 6: Frank Beck, Porsche 914-6
- Group 7: Cory Krasel, Zink Z-12

Sources

Bakersfield British Car Club,
<http://home.att.net/~bbcc>
 Buttonwillow Raceway Park,
 (661) 764-5333, www.buttonwillowraceway.com
 Moss Motors, (805) 681-3400,
www.mossmotors.com
 VARA, (800) 280-8272,
www.vararacing.com

CarMart

AUSTIN-HEALEY



'59 Bugeye Sprite race car: The original Tom Colby's Team Speedwell Engineering Sprite, vintage-racing eligible, full-race 1380cc engine, CR trans, long list of racing/trick modifications. \$16,600, (541) 278-1150, raullian@uci.net, OR.



'65 3000 Mk III: Show-winner, perfect orig. dark blue interior, orig. fenders, floors, strong engine, 65K miles. \$40,000 OBO, Gary Chapman, (203) 239-4580, CT.

JAGS



'60 Jaguar XK150: FHC, BRG, 3.8L engine, 4-speed OD trans, very solid car in very good cond., 76K miles, details and photos available. \$30,000, (309) 797-2043, egeshome@netscape.net, IL.



'68 Jaguar XKE coupe: 4.2L 6-cyl., 4-speed trans, good red paint, black interior, chrome, new windshield & brakes, a great car that I must sell, videotape available. \$25,500 OBO, (330) 745-0759, OH.

MG



'49 MGTC: Red/tan interior, tan canvas top, chrome wire wheels, same owner last 22 years, professionally restored in '88, has won many awards and trophies. Asking \$21,500, (626) 963-3156, bbrick4@aol.com, CA.



'51 MGTD: 13,513 orig. miles, show-quality restoration, all mechanicals rebuilt to highest standards, everything redone or new, one of the best in the U.S. at any price. \$25,000 OBO, (815) 434-4554, IL.



'52 MGTD: Owned since '57, 62,100 orig. miles, exc. cond. throughout, nice older restoration, new brake system, canvas side curtains, heater, major overhaul @ 58K miles, runs great. \$15,500, (913) 642-2012, al541pcti@aol.com, KS.



'52 MGTD: Older restoration, new black top & carpeting, Ivory color body, Moss fold-down luggage rack w/wicker picnic basket. Best offer over \$12,000, (219) 322-3757, IN (near Chicago).

MG (con't)



'53 MGTD: Recent restoration, rebuilt original engine, new top, leather seats, side curtains, etc., First Place show-winner, additional photos available. \$17,500, (901) 526-9432, billkakiwhitley@aol.com, TN.



'53 MGTD: BRG, many new parts: bumpers front & rear, hub caps, generator, wiring harness (partially installed), carpeting, more; needs new top. \$11,500, (207) 775-8649, ME.



'53 MGTD: Very solid, runs well, paint and chrome are fair, only the metal parts for the top, no canvas, interior is good. \$8,000, (904) 277-8669, TGOR31@aol.com, FL.



'54 MGTF: Red exterior, tan interior, fully restored, serviced regularly, new tonneau and side panels, garaged, new tires and wire wheels. \$22,000, lav@vandorco.ca, (613) 798-0078, Ottawa, Ontario, Canada.



'57 MGA roadster: Mechanically excellent, rebuilt engine, new everything, runs perfectly, list of new parts provided by email on request. \$11,000, (314) 322-6221, ptkstl@aol.com, MO.



'57 MGA: Silver Sapphire/black interior, complete body-off, nut-and-bolt rebuild with many performance upgrades that make this car special. Asking \$13,500, Don, (603) 752-5712, NH.



'57 MGA 1500: Same owner, driven daily for 37 years, no dents, great paint & top, new front end, tires & brakes, exc. running cond., mechanic will verify. \$8,000, Bob Harris, (626) 773-4246, (626) 446-4194, CA.



'62 MGA Mk II: New Chariot Red paint, black leather seats, complete engine rebuild, new mechanicals, tires, top, tonneau, interior, photos available. \$17,000, (815) 235-3508, hlub34a@aeroinc.net, IL.



'67 MGB-GT Special Edition: Medium Gray exterior, black interior, good condition, runs well, lovingly cared for. \$5,000, brujac@zoominternet.net, (724) 794-5666, PA.



'77 MGB: Exc. cond., 128K miles, motor rebuilt at 115K, new Weber carbs, touring wheels, Peco exhaust, Michelins, garaged since new, new paint in 2000. \$5,200, (270) 354-9321, western KY.



'67 MGB-GT: Pearl White, black vinyl roof, new clutch w/master cylinder, slave cylinder, new brakes, wheel cylinder, black leather seats, carpet, 5 new tires, all records, Bentley shop manual. \$6,000, (615) 883-5264, TN.



'78 MGB Limited Edition: No rust, given by my grandfather, only 82K miles, been great, needs someone to enjoy it, restoration has been made, all receipts. \$7,000, (866) 244-2173, (415) 334-9761, (415) 810-2959, CA.



'73 MGB-GT: New Navy Blue vinyl interior, black carpets, new exhaust valves & seats, oil cooler, rotors, always garaged & maintained, same owner for 24 years. \$5,400, (805) 688-2558, CA.



'79 Midget: New red paint, windshield, tires, brake system, black top, tonneau cover, boot, fuel pump, good mechanical cond., drive anywhere, AM/FM/cassette, always garaged, 79K miles. \$4,900, (770) 973-5346, GA.



'74 MGB-GT V8: Ultra-rare factory-original V8 model, sunroof, Mini-Lite style wheels, front air dam, new paint and windshield, runs and drives excellent, fast, RHD (of course). \$14,500, Larry (503) 287-5383, LJL827@aol.com, OR.



'79 MGB: Sandblasted, urethane paint w/polished clearcoat, new windshield, most interior, Weber carb, rollbar, sound system, master cylinder, fuel pump, more. \$7,000, consider trade-in, (425) 778-2087, WA.

TRIUMPH



'62 TR3: 500 miles on rebuilt engine, rebuilt front end, 2 new wires/tires, new upholstery, carpet, top, side curtains and wiring harness. \$12,500, (203) 910-5405, rjontos@landtechconsult.com, CT.



'62 TR3B: TCF800L, blue/black, recently rebuilt synchro tranny, older rebuilt engine, new top, beautiful driver, receipts, wire wheels, luggage rack, always garaged. \$10,000, (661) 296-6390, CA.



'63 TR3: White/black interior, serial TS80516L, all new: paint, seats, carpet, top, side curtains, brakes, suspension, steering, tonneau, dust cover. \$12,000, (330) 702-0452, Youngstown, OH.



'67 TR4A: Rare w/IRS, older restoration, recent complete engine rebuild, new clutch and other mechanicals, new black leather seats, includes top, boot cover and new tonneau, photos available. \$15,000, (815) 235-3508, hlub34a@aeroinc.net, IL.



'69 TR6: First model w/extended headrests and magnetic locking gas cap, recently replaced carpeting, crash pad and top, includes boot & tonneau, very clean & garaged. Asking \$13,500, (404) 680-1035, GA.



'73 TR6: French Blue, 130K miles, good cond., have receipts. \$3,000 OBO, mark@cmac.tv, (805) 685-5413, CA.



'73 Spitfire: 3-year restoration, have all receipts, new top, dash, seats, etc., garaged, manuals and books, let's go for a drive. \$7,000, (740) 534-0932, OH.



'74 TR6: BRG, 58K miles, exc. cond., '98 restoration: most mechanicals rebuilt or replaced, new paint, interior and top, always garaged, additional photos available. Asking \$12,000, peter.conover@comcast.net, (708) 383-9160, IL.



'75 TR6: Exc. cond., new white paint, new top, new tires, immaculate interior, runs great. Asking \$9,600, (423) 452-2015 (day), (423) 570-9742 (night), TN.



'80 Spitfire: 36K miles, always garaged, paint, top, seats, interior all very nice, zero rust or oil leaks, header w/Monza exhaust, looks and runs exc. \$6,900, (262) 884-1322, WI.


OTHER BRITISH CARS

British Collection: '76 Jaguar XJ-S, 28,500 miles, \$9,000; '71 Triumph Stag, stick, OD, \$8,000; '67 Rover 3.0L sedan, \$4,000 - all Calif. cars, exc. original cond., (559) 227-8973, CA.



'62 Morris Pickup: Rare, 1275 MG engine, front disc brakes, rebuilt transmission, rebuilt rearend, needs interior finishing. Asking \$9,500 OBO, (317) 996-4626, DaveMarkland@msn.com, IN.



'63 Austin Mini Cooper: RHD, Cooper "S" head, electronic ignition, coil-spring suspension, many new parts. Asking \$10,500 OBO, (317) 996-4626, DaveMarkland@msn.com, IN. 

Classified Ad Submissions

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

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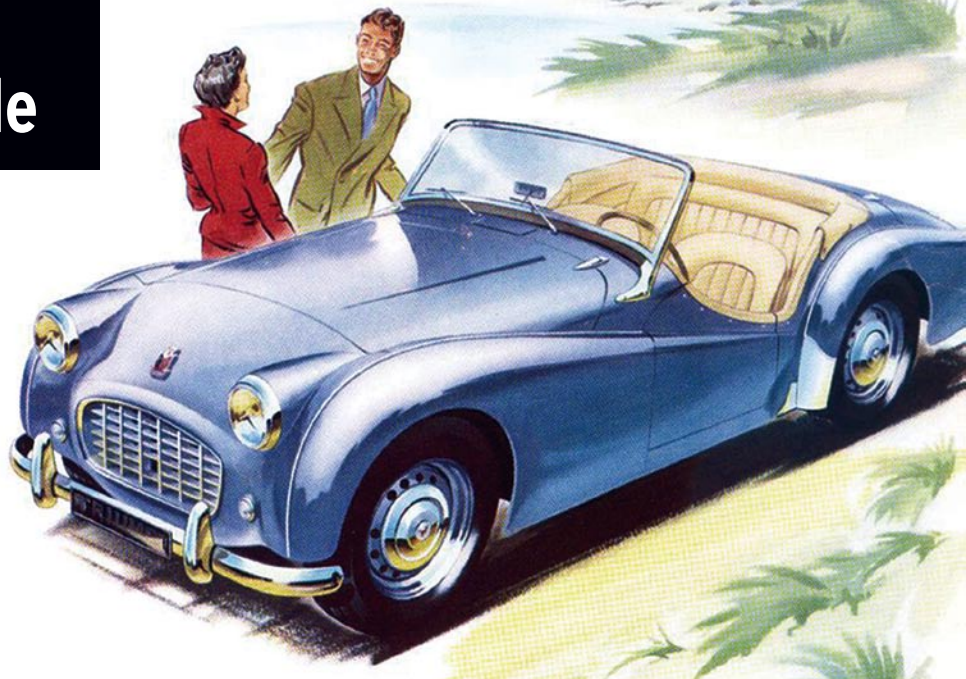
Triumph TR2/TR3

By Rick Feibusch

While the Triumph name and competition reputation predate WWII, Americans are most familiar with the robust roadsters and Triumph-badged Standard saloons (sedans) built after the war by the newly formed Standard Triumph Motor Company. Director Sir John Black combined the solid and dependable Standard with the sporty, almost hand-crafted, Triumph sportsters into his own vision of the future—much like William Morris (later Lord Nuffield) had done by combining Morris, Wolseley, Riley, and MG into the multi-marque Nuffield Organization (and GM had done in the States).

Postwar, a few Triumphs were shipped here alongside MG-TCs and Austin A-40s to help rebuild Great Britain. (The national “Export or Die” program actually made it easier to buy an Austin in New York than in London!)

These were the amazing swooping Triumph 1800/2000 roadsters with “dickey seats” and “razor edge” saloons, the first to use the Standard wet-liner four that was fitted to the senior Triumphs until the last TR4. To those of us who discovered British cars as children of the 1950s, the Triumph TR2/TR3 always seemed to be one of the major players on the American sportscar scene. Dinky Toys



These illustrations are from the 1957 Triumph dealer's brochure.

introduced a series of sportscars that included a TR2 along with an MG-TF, an XK120, and a Sunbeam Alpine. Hubley did a 1/25th-scale TR3 in both kit and built-up form, and the 1/32nd-scale imported slot race sets also featured TR3s.

While not the *Masterpiece Theater* window-into-prewar-Britain like the dainty MGs and archaic Singers (or the sleek and swoopy “Hollywood” cars like the Jags and Riley Dropheads), the TR3 made a name among enthusiasts as a careful blend of old and new with a modern overlay and impressive performance: designed for people who drove their special cars rather than wore them. The fit and finish was well above the entry-level sportscars of the day, and these TRs were powerful enough to hold their own—even among V-8-powered American cars.

The TR2 was introduced at the London Motor Show in 1953. The production TR2s, sold as 1954 models, quickly backed up their modern sporty look by taking First, Second, and Fifth Places in the 1954 RAC Rally and blasting out a 125mph run down the Jabbeke highway in Belgium.

The earliest of these cars have doors that go all of the way down to the bottom of the car. Today these are called “long door” models. Once TR2s were delivered to the States, their doors’ length was too low for our curbs, and the factory was asked to raise the bottom doorline for curb clearance. The result not only made entry easier but stiffened the body structure to an additional advantage.

The TR3 was introduced in late 1955 with a revised grille and more horsepower. In late 1957, the updated TR3A was brought to America. It featured a wider grille for better cooling, external door and bootlid handles, and an optional hardtop model.

The next-generation TR4, with its new Michelotti-designed body, was first produced for export in July ’61. American importers were unsure about how the new styling would be accepted, as the TR3 was still as popular as ever, so they requested Triumph to continue building the TR3. These cars, called TR3Bs, placed the latest TR4 mechanicals in the original body style. This car stayed in production until 1963.

Good Points

Fun and robust with plenty of punch for a mid-priced roadster, TR2s and TR3s are as popular as ever today. Parts are relatively easy to obtain, and the car has few mechanical surprises. Via the Internet, we asked Triumph owners why they bought Triumphs:

ESTIMATED PRICES

Model	Project	Running	Good	Excellent	Concours
TR2/TR3	\$6,000	\$8,000	\$13,000	\$18,000	\$20,000
TR3A/TR3B	\$6,000	\$8,000	\$14,000	\$20,000	\$23,000

Harris Palmer says, “The design attracted me. To me, it appeared tough, tougher than an MGA or Healey 3000. Whenever I saw a print ad for the car, I would dream of owning one. Loved that low-cut door.” John Lipsky of Woodbridge, Connecticut, concurs: “Firstly, it is the classic lines of the car. No matter when I look at it, it attracts me by its timeless design.”

Marty Lodawer of the Triumph Register of Southern California says, “They have to be the easiest cars in the world to work on—everything is accessible and simply engineered to come apart easily. Components are designed to be rebuilt rather than replaced; these are cars that can be repaired and maintained by a relative amateur in a home garage.”

Bad Points

Justin Paxton warns, “Cooling in general does not do well in traffic on hot days in Southern California, and the car can overheat if driven hard. The top-down ride tends to beat up the occupants with wind buffeting at sustained freeway speeds. Cornering: The car tends to body-roll on sharper turns without installing a swaybar. The side curtains were behind the times, even in 1959, and are particularly hard to store in the car. The top is way too hard to put up and stretch the canvas over and attach, especially in cold weather. The overdrive mechanism is finicky, difficult to adjust, and the solenoid often fails and is expensive to replace. The muffler is too close to the interior and without insulation can burn the passenger’s leg. The electrics, with basically two fuses protecting the entire car, are woefully inadequate.”

Harris Palmer adds, “In winter weather (below about 25 degrees), the heater is useless. The valves seem to be noisy all the time and I’m constantly adjusting them. Luckily, it’s easy to do.”

“My main criticism,” says Glenn Coughenour of Bryn Mawr, PA, “is the mediocre rust protection and paint from the factory. Also, a lot of things are bolted together that others would have welded. This leads to

rattles and panel-fit issues, but it does make rebuilding one a lot easier.”

Aside from the obvious rust and poorly done body-structure repairs, Jeff (Cosmo) Kramer from Royalton, NY, concludes, “The buyer should know what they want to use the car for, then decide how much they want to put into it. You can’t be afraid to try to work on it—read the Workshop Manual and try to understand it. Otherwise, you will need to pay a professional to do a GOOD job. A new owner should understand that a well-maintained Triumph is a must for dependability—just like any other car made in that same time period.”

About Values

The biggest problem these days is finding a good TR for sale. The few cars we inspected through various classifieds were either basket cases that required twice their completed value to restore or overpriced, mediocre restorations at “classic car” dealerships. Marty Lodawer explained, “The mid-line runners are not around anymore, and the truly nice cars are not worth enough yet for people to sell. When you spend over \$25,000 restoring a car, it is hard to let it go for \$18,000, so you put it away for a while.”


Even though some value guides break down these cars by year, the prices are pretty much the same for all TR2s and TR3s. They have to be judged upon quality and originality. Some people will opt for the earlier cars because of rarity and history, while others will pay a premium for



“The illustration shows the spacious accommodation, unusual in a car of this type, the paneling enclosing the spare wheel and the substantial over-rider. A suit case, specially designed to fit in the luggage trunk, is available as an extra.”

the latest model available because these generally contain better and more modern mechanicals.

While some modifications—like engine swaps and body mod—will detract from values, upgrades like better brakes, modern all-synchro 5-speed gearboxes, and electronic ignitions can add value to the right buyer. Wire wheels are a matter of taste, not value, yet factory accessories like the removable hardtop and fender skirts (spats) can add thousands.

Dave MacKay, from Mississauga, Ontario, Canada, adds this final thought: “The most important thing is to connect with a good local Triumph club, and to join the triumphs@autox.team.net Internet e-mail list. Both are great sources of information and camaraderie.” 

“Isn't that a tractor engine?”

Heard that one before? In the case of the Standard/Triumph 1800/2000 four, it’s true but with a twist. The engine was first engineered to be fitted in the big (by British standards) Vanguard saloon and estate (station wagon), cars that featured a sort of Nash/Hudson/Packard overturned-bathtub approach to styling. A sporting version of this engine was implanted in the first classic-looking postwar Triumph roadsters and “razor-edge” saloons.

The story goes that a large portion of postwar financing came through Harry Ferguson, the tractor maker, who contracted to have Standard/Triumph assemble his light tractors at their out-of-use facility at Banner Lane, just outside Coventry. While the first tractors off the line used outsourced Continental engines, the Standard/Triumph two-liter four was re-engineered for tractor, marine, and industrial applications. —Rick Feibusch

2004 Event Calendar

JUNE

20–25: A–H Club of America Austin Healey Conclave, San Antonio, TX, Vince Barnell, (713) 829-4155, gwac@swbell.net

20: MG Car Club Central NY Eurocar 2004, Cazenovia, NY, Deb Larkin, (315) 342-3234, dlarkin1@twcny.rr.com

20: British Car Field Day, Sussex, WI, John Stockinger, (262) 521-1072, john.stockinger@verizon.net

24–26: Miami Valley Triumphs TR Reg. Of America Natl. Meet & Concours, Springfield, OH, Philip Macy, (937) 266-1832, tonda.macy@att.net, www.triumphregister.org

24–27: MG Car Club Central Jersey Centre MG2004, Parsippany, NJ, Butch O'Connor, (973) 540-7314, bfo@spsk.com, www.mg2004.com

27: Chesapeake Chapter New England MG T The Original British Car Day, Buckeys Town, MD, John Tokar, (301) 831-5300, tokarj@erols.com

27: British Car Day, Brookline, MA, John Sweeney, (617) 522-6547, johns@shore.net

27: Chico Area British Car Club All British Car Meet, Chico, CA, Tony Rodrigues, efc@sbcglobal.net

JULY

7–11: New England MGT Register GoF, Strasburg, PA, Charles Searles, csearles@rochester.rr.com

9–11: British Motoring Assoc. of PEI British Car Days Across the Bridge, Prince Edward Island, Canada, www.bmapei.com

10: Micro Mini Day, Brookline, MA, John Sweeney, (617) 522-6547, johns@shore.net

10: Buckeye Triumphs/Central Ohio MG/Jag Assoc. of Central Ohio British Car Day Show Within a Show, Dublin, OH, Bill Blake, (614) 403-1074, billblake@thekayesco.com

11–15: Canadian Volunteers GoF West, Harrison Hot Springs, BC, Mike Campbell, gowest2004@yahoo.ca, http://gowest2004@yahoo.ca

11: Mad Dogs & Englishmen British Car Faire, Kalamazoo, MI, Sue or TW, (269) 344-5555, www.maddogsandenglishmen.org

11: British Boots & Bonnets, Poplar Grove, IL, Hal Zenisek, (815) 397-3653, halzen@inwave.com

12–16: GoF West, Harrison Hot Springs, BC, Canada, Trayce Goodman, (604) 277-1969, gowest2004@yahoo.ca

12–16: Ohio Chapter NEMGTR GoF Central, Dayton, OH, Greg Garnett, (513) 523-3720, garnetgl@muohio.edu, www.nemgt.org/events.htm

14–17: Richmond Triumph Register VTR 2004, Richmond, VA, www.richmondtriumphregister.com/VTR2004/default.htm, info@VTR2004.com

14–18: North American MGA Register NAMGAR GT-29, Cromwell, CT, Marvi Stuart, (860) 886-2158, ms60mga@aol.com

17: Indiana British Car Union London to Brighton Run, London, IN, Don Haynam, 317-887-3867, mgdr@quicknet.net

18: Ohio Valley A–H Club, British Car Club Greater Cincy British Car and Motorcycle Show, Cincinnati, OH, Bob Merten, (513) 941-4911, www.bccgc.com

18: Central Coast All British Car Club British Car Show, Ventura, CA, Paul Keener, (805) 642-1690, www.cbccc.org

23–25: Morgan Plus Four Club Mogwest, Cambria, CA, Mike Hattem, (877) 664-7587, www.mog.org, hotline@mog.org

24: Puget Sound British Auto Society All British Field Meet, Bellevue, WA, Arnie Taub, (425) 644-7874

25: Day of Triumph, Brookline, MA, John Sweeney, (617) 522-6547, johns@shore.net

27: Oakland PT Summer Car Show, Oakland, NJ, Robert Freund, opt@superlink.com

AUGUST

6–8: British Motorcars of New England Festival, Westminster, MA, Bob Stahlbush, (401) 944-8727, www.bmcne.com

7: MG Car Club Southwestern Ohio Centre/Miami Valley Triumphs British Car Day, Dayton, OH, Skip Peterson, (937) 293-2819, MGBSkip@aol.com

8: Jaguar Assoc. of Central NY All British Car Show, Cazenovia, NY, George Parker, (315)-687-3554, geocin@earthlink.net

8: Twin Bay British Car Club Alden Classic Sportscar Show, Alden, MI, Dave or Joyce Looman, daveandjoyce@torchlake.com, www.torchlake.com/twinbaybrits

11–15: Austin–Healey Sports & Touring Club Encounter 2004, Pocono Manor, PA, Debbie Lentz, (610) 791-1171, dalentz@rcn.com, www.austin-healey-stc.org

12–15: University Motors Summer Party Reunion, Grand Rapids, MI, John Twist, (616) 682-0800, www.universitymotorsltd.com

12–15: MG Drivers Club of North America Drive In #8, Grand Rapids, MI, (908) 713-6251

13–14: Monterey Historics, Laguna Seca, CA, (800) 327-7322, www.laguna-seca.com

14: Keystone Region MG Club, Lord of the Manor British Car Show, Pocono Manor, PA, Kim de Bourbon, (570) 424-6259, kimdeb@ptd.net, www.keystonemg.com

14–15: Quad City British Auto Club, British Heartland Autofest, Davenport, IA, Naomi Swanson, (309) 764-1423, http://qcbac.home.mchsi.com

15: MG Rover Day, Brookline, MA, John Sweeney, (617) 522-6547, johns@shore.net

28–29: L.A. British Car Day, Van Nuys, CA, Rick Feibusch, (310) 392-6605, rfeibusch1@earthlink.net

29: Lancaster County MG Club, Taste of Britain Car Show, Lancaster, PA, Sally Harbold, (717) 292-0579, sh88keys@adelphia.net

SEPTEMBER

8–12: New England MGT Register GoF, Painted Post, NY, Charles Searles, csearles@rochester.rr.com

10–12: 50th Collier Cup MG Race, Watkins Glen, NY, Dick Powers, mgahmogca@rpa.net

11–12: Palo Alto British Meet, Palo Alto, CA, Rick Feibusch, (310) 392-6605, rfeibusch1@earthlink.net

12: Detroit Triumph Sportscar Club Battle of the Brits, Sterling Heights, MI, Suzanne Snyder, (586) 979-4875, snydleydog@yahoo.com

16–19: 6-pack Trials, Door County, WI, Jeff & Karen Rust, (815) 874-5623, ITRMPH2@aol.com

17–19: Peachtree MG Registry Southeastern Regional MG Festival, Dillard, GA, Mike Cook, mikecook1@charter.net, www.peachtreemg.com

17–19: Indiana British Car Union Indy British Motor Days, Indianapolis, IN, Don Haynam, (317) 887-3867, mgdr@quicknet.net

19: Toronto Triumph Club British Car Day, Toronto, Ontario, Canada, Chris Walker, (416) 410-4TTC, www.torontotriumph.com

24–26: British Automobile Owners British Car Meet, Silver City, NM, Kelvin Kittle, (505) 345-4207

25: MGs of Baltimore MGs On the Rocks, Bel Air, MD, Richard Liddick, (410) 817-6882, RGL2MGBGT@aol.com

30–10/3: Triumphest, South Lake Tahoe, NV, Tom, (650) 341-6716, www.triumphtravelers.org

OCTOBER

1–3: New England 3/4 Club Autumn MOG XXVI, Williamstown, MA, Chris Towner, (508) 255-6432

2: Boston Area MG Club Come Ride the Rails, Carver, MA, Paul Seeberg, (877) 685-8860, yellow_mgb@yahoo.com, www.bostonareamg.com

9: Valley British Club Fresno British Car Roundup, Clovis, CA, Wes Crewick, (559) 323-0795, valleybrits@yahoo.com

16: Houston MG Car Club All British Expo, Houston, TX, Ron Redding, (281) 346-2417

NOVEMBER

21: Vintage MG Club of Southern California All MG Parts Exchange, Fullerton, CA, John Seim, (949) 786-5697, kingseim@earthlink.net, www.VintageMG.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

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