



BRITISH MOTORING

MOSS MOTORS LTD. | VOL 23 | NO 1 | WINTER 2005

Custom Clamshell TR3



Wheel Fashionable: Plus-Sizing Pros & Cons

- 2004 Auction Highlights: Brit Cars Break Records
- Stop It! Moss's New Big Brake Kits
- Coast-To-Coast Car Shows
L.A., Bay Area, San Diego, Michigan, New Jersey
- All About Collector Car Insurance
- Spridget Value Guide



www.britishmotoring.net

Order Value Discount: The More You Buy, The More You Save.



BRITISH MOTORING

MOSS MOTORS LTD.
VOL 23 | NO 1 | WINTER 2005
www.britishmotoring.net

EDITOR
Tom Morr

CONSULTING EDITOR
Ken Smith

ART DIRECTOR
Gary Smith, PerformanceDesign,
www.performance-design.net

PRODUCTION MANAGER
Kathi McCallum

TRAFFIC MANAGER/CLASSIFIED ADS
Christine Knight, (805) 681-3400 x3061

CONTRIBUTORS
Kelvin Dodd, Rick Feibusch,
Jon Gonzalez, Steve Kirby,
Lance Lusignan, Jim McGowan,
Kyle Mitchell, Andrew Schear,
Phil Skinner

EDITORIAL ADVISORS
Giles Kenyon, Eric Wilhelm,
Harry Haigh, Mike Chaput

ADVERTISING
Automedica 2000, Inc.
5285 Kazuko Ct. Unit B
Moorpark, CA 93021
(805) 529-1923 x209
tom@automedica2000.com

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

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

ON THE COVER:

Dr. Noble Eisenlauer built his "poor man's Jag" to be a dependable daily driver. Main cover image and Contents photo by Andrew Schear; cover inset courtesy Noble Eisenlauer.

TECHNICAL

16 Tire & Wheel Plus-Sizing
Oversized rims for aesthetics and performance

19 Bigger Brakes
Modern technology increases MG and Triumph stopping power

34 British Value Guide: Sprite & Midget
Affordable Brit fun-fests

FEATURES

12 Clamshell TR
A professor's daily-driver 3A

22 Car Show Spectacular
British car meets attract enthusiasts nationwide

26 Classic Car Insurance
Choosing the best coverage for your sportscar

28 2004 Auction Action
British sportscar values continue to rise

31 Heit Of Healeydom
Jim Heit gives a '63 BJ7 the concours treatment

DEPARTMENTS

3 Editorial
4 Reader Letters
6 Hot Products
8 News
11 Tech Q&A
32 Readers' Cars
36 Events Calendar
37 Car Mart Classifieds



Editorial

Emissions Laws

By Ken Smith

As Goes California, So Go The Other 49

Recently, we had occasion to write to California Governor Arnold Schwarzenegger (aka “The Terminator,” “The Governator”) to ask for his assistance in terminating Assembly Bill 2683, which constitutes a direct attack on the future of the old-car hobby. Jay Leno even made a personal call to the governor, asking him to veto this bill.

As background, legislation authored by Senator Quentin Kopp that exempted cars over 30 years old from California’s biannual emissions test was passed a few years ago. Initially, pre-1974 cars were exempt from smog-testing, and the cut-off would roll forward one year annually.

However, despite our entreaties, AB2683 passed, repealing Senator Kopp’s bill and effectively ending the 30-year rolling exemption. Now, all cars from 1976 models onwards are subject to smog-testing.

Apparently, legislators and the California Air Resources Board (CARB) are determined to eliminate older cars from our roads through continuous attempts at punitive legislation, in spite of the popularity of the hobby in this state and the fact that California has one of the best climates in the country for preserving automotive history.


Despite efforts from automotive industry lobbyists such as SEMA (Specialty Equipment Market Association—www.sema.org), California legislators failed to consider all the economic and emissions ramifications: Collectible cars are insured, driven with care, involved in very few accidents, accumulate low annual mileage, and are often as well maintained as possible (given

their age and parts availability). We ourselves know of at least two MGBs, three Triumphs, a Jaguar XJS, and several others that will now be laid up for lack of registration, off the road as a result of this legislation passing.

For our part, removing hundreds of our classic cars from the roads likely means that the necessary supply of spare parts, on which enthusiasts depend, might dry up—a shrinking market might not make some parts worth the cost of reproducing. And moreover, a laid-up car has no need of the many parts available from Moss Motors, and therefore we lose overall sales. Fewer sales equal less sales tax going into the state’s already-thin coffers...

However, all is not lost. The good news is that the Association of California Car Clubs (ACCC) sponsored a bill that defines in the Vehicle Code what a collector car is. The bill passed and was signed by the governor. This, and additional future legislation, may well be a foot in the door to make older, low-

annual-mileage hobby cars emissions-exempt in the future. Owners of classic special-interest cars need to be distinguished from those who drive (often uninsured) clunkers instead of everyone being lumped in a general “old cars” category. The primary goal is emissions-test exemptions based on low annual mileage. The ACCC has also hired John Dunlap, former head of the California Air Resources Board, to act as lobbyist. He knows his way around Sacramento and the inner workings of CARB.

Non-Californians shouldn’t be complacent. History shows that California emissions regulations have a way of being adopted in other states. Do not think for one minute that this couldn’t happen in your neck of the woods, be it Alabama or Alaska. The threat is a real and present danger! We urge all California car-club members and anyone who owns a classic/special-interest vehicle to join The Association of California Car Clubs, 10820 Holmes Ave., Mira Loma, CA 91752, www.acccdefender.org. 

ADVERTISE IN BRITISH MOTORING

Reach Active British Sportscar Owners

Moss Motors is now extending limited advertising opportunities in this magazine. *British Motoring* reaches the largest British sportscar audience in North America and is mailed free to all Moss customers who’ve actively ordered parts within the last 18 months.

Advertising openings are now available for classic car insurers, auction houses, distributors of Anglophile items and more. (All ads subject to approval by Moss Motors.) See www.britishmotoring.net for our extremely affordable rates or contact us for more information.

Demographics
Males 30-45: 30%
Males 45-49: 19.3%
College graduates: 32%
Median household income: \$72,000



Display Ads: Tom Morr, Automedia 2000, (805) 529-1923 x209
Classified Car Ads: Christine Knight, Moss Motors, (800) 235-6954 x3061

Reader Letters



Healey Adventure

I've owned my 1963 Austin Healey BJ7 for 20 years. After retiring, my wife Pat and I have driven the car from coast to coast and border to border. Our greatest adventure was in 2000, when we shipped our car to England along with other Healey enthusiasts and spent three weeks driving through Scotland, Wales, and England (including visiting Perranporth, Cornwall, the home of the late Donald Healey). In 2002 we attended the 50 Year Healey Anniversary Open Roads International Conclave at Lake Tahoe. After Conclave we headed for Napa Valley, California, up the Pacific Coast to Victoria, B.C., and then across Southern Canada to Sauté Ste. Marie and home to Georgia, covering over 7,600 miles.

In 2003 following Conclave in Tyson's Corner, Virginia, we drove from Southern Ontario to Nova Scotia and back to Atlanta. This year, we drove to Conclave in San Antonio, Texas, followed by a post-Conclave tour through south and west Texas before returning home. By the way, our car took first in class at the last two conclaves.

We also own a 1971 MGB. Thanks to Moss Motors, it's nearly complete.

—Louis Ballard

Congratulations on using your car the way Donald Healey intended.

TR "Value Guide" Kudos

As someone who currently owns his third TR3 and has driven TRs off and on since 1966, I read with great interest Rick Feibusch's "TR Value Guide" article. Rick hit the nail on the head when he mentioned problems with overheating in traffic. The cooling system problems were

engineered into the vehicle and were only made worse with the introduction of the TR3A. The original TR2/TR3 featured a small-mouth grille that actually acted as a shroud to force 100% of the air to pass through the vehicle's radiator. With the introduction of the TR3A, this concept was discarded for style and not for "better cooling."

Making matters worse, the action of the windmill-style fan is of little help to force air through the radiator, especially when the engine compartment is already filled with air that has passed around the radiator. Proof of this can be seen in the modification sold by Moss to shroud the airflow back into the radiator per the original design.

In England, there's little worry about overheating. Perhaps that's why a good deal of engineering went into providing a bypass that routes coolant around (instead of through) the radiator. The OE thermostat was an elaborate device with a shell that, when fully opened, would restrict the coolant from bypassing the radiator. At any other time, coolant can bypass the radiator. This part is no longer available, and using a standard thermostat without modification to the plumbing is not effective to keep the engine cool.



Two other factors that affect temperature are fuel mixture and quality. Proper mixture affects the running temperature, and higher-grade gasoline actually burns cooler, not hotter. The good news is that we now know how to eliminate all of these faults. The TRA group has a flier that details the simple modifications required for the plumbing and also the

type of fan to use. After making these changes, my 1958 Triumph handled heavy Orlando, Florida, traffic in July without getting anywhere near the boil-over point.

These fans, which existed during TR2 production, are much more efficient than the electric fan modification and do not draw valuable power away from the already-inadequate charging system.

The article's assessment of vehicle value seems very fair and reflects the asking price of three fine examples shown in that issue's classifieds. Not that I'm complaining, but perhaps it's the availability of good parts and services from companies like Moss that has prevented the British car from becoming more valuable.

—Rich Wagner

XJS Fan

I was very interested, and even encouraged, to read the article on the Jaguar XJS. I have owned, and driven daily, an XJS-C (cabriolet) for 16 years—the longest I have ever owned any car, by far. This car is comfortable, fast, and the best long-distance drive you could wish for. On California Highway 99, a test for any car with its concrete surface and expansion strips, it rides far better than the 1999 XJ8-VP I owned until recently.

What has always intrigued me is the complete disdain with which the XJS-C is treated by Jaguar "purists" and even *Sports Car Market*, which hops right over the "S" to the "K" in its valuation lists. Another fact: Go to any car meet and you can buy a miniature of the most obscure model imaginable. But just try to find an XJS—you won't.

I enjoy the magazine, Moss's informative catalogs, and the annual Moss-sponsored events such as the Buttonwillow British Extravaganza. I am getting close to completing a ground-up restoration of an Elva Courier to vintage-racing standard, and Moss has been a great help.

—Jack Bennett



XJS V-6 Disrespect

As the owner of a Jaguar XJS, I was pleased to see this car featured in the Summer 2004 issue. The article was informative and fact-filled but unfairly dismissed the 6-cylinder models.

Despite John Rettie's assertion that the 6-cylinder models "do not provide the same svelte character that's bestowed by the 12-cylinder engine," it is worth emphasizing that the 6-cylinder models are less expensive to maintain and repair (as noted by Rettie), and yet they provide very similar performance to that of the 12-cylinder-equipped cars.

For example, for 1994 (the year of my 6-cylinder XJS), the 12-cylinder engine produced a claimed 278 horsepower versus 219 for the 6-cylinder engine. While the difference is considerable, it is not overwhelming, considering that the 12-cylinder-equipped cars weighed more than the 6-cylinder cars (326 more pounds in convertible form and 248 additional pounds in the coupe).

Additionally, these cars are hardly "sportscars" in the traditional sense, and so a few tenths of a second difference in 0-60 mph times is perhaps not an important yardstick for such cars. Heavy (at 3,805-4,306 pounds) and lacking even a manual transmission option for the 12-cylinder model (at least by 1994), the XJS is best appreciated as a luxury touring car, not as a "sportscar."

It is also worth noting that the 12-cylinder models were virtually phased out in the later years of XJS production, whereas the 6-cylinder cars became relatively more plentiful. The market was, apparently, voting more in favor of the 6-cylinder models as time went on.

Perhaps some will still favor the 12-cylinder despite the weight penalty and the significantly increased maintenance and repair costs, but the 6-cylinder models offer very good performance at less cost, and they should perhaps be appreciated for these practical and important benefits—as apparently an increasing number of XJS buyers did when the cars were new. By the way, the photography by Scott Dahlquist was very nice. —Reid Trummel

The photography was actually the impetus for the XJS story. Further, we specifically asked John Rettie to devote more space to the V-12s simply because of the "American more-better" caché attached to cars that have more than eight cylinders.

Waxing Poetic

My husband, who has restored his '72 MGB with a lot of parts and inspiration from Moss Motors, will use any maneuver to bring the topic of conversation around to this little red car. No problem now—with the great tie our son-in-law found for him. Here's a photo and poem I wrote, inspired by his devotion to this car. See this grin: It's the same one he gets every time he gets behind the wheel of his roadster. —Deborah Mann



Accessorize

William is proud of his new tie—
The British flag—and this is why:

He'll wear it in his MG Car.
He'll wear it here, he'll wear it "thar."

He'll wear it through the summer days
With the top down to catch some rays.

And if the winter snow should fly,
He'll wear longjohns, hat, scarf AND tie.

Yes, William's proud of his new tie—
The Union Jack—and this is why:

It goes well with English roadster.
He eats, sleeps, and breathes MG, sir.

MGTC Production

The Winter 2004 issue was just grand. However, I am curious about the MGTC production count on page 13 of 23,456 in 1947. Let me know if this is correct or a misprint.

—Fred H. Renner

Oops, our pudgy paws hit too many keys and we didn't catch the error before the magazine printed. According to Anders Ditlev Clausager's book Original MG T Series, 1947 MGTC production was 2,346 based on figures sourced from the Production Control Department of the Abingdon factory.

Chrome Bumper Feedback



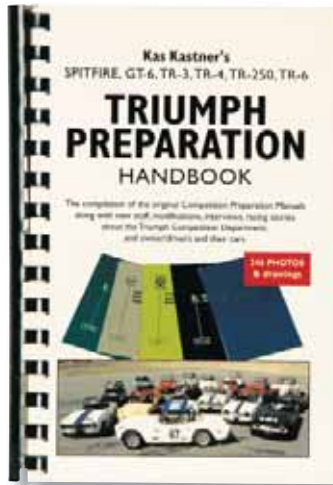
I enjoyed the MGB Chrome Bumper Conversion article in the Summer '04 issue. I thought people might like to see the conversion I performed on my '79. I elected to not install a grille, which gives a Cobra-like appearance. Also, I think it looks cleaner without bumper guards. I haven't installed the chrome-bumper parking lights yet, so I'm temporarily using the '79 lights. (The proper holes are behind the '79 parking lights.) I did all of the work myself, including straightening a bent front valance and making a template for my '70 parking lights. As you can see, there's the chrome-bumper look, the rubber-bumper look, and the personalized look. (I'd like to use the Moss kit for my other '79.)

—William M. Larson 

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 or inkjet/laser prints, please).

Hot Products



Kas Kastner's Triumph Preparation Handbook
 This collection of invaluable technical tips and historical stories is by the writer of the original competition manuals. Now 35 years later, times have changed and so have the cars. From common-sense assembly secrets to the latest in lightweight racing parts, there is something for every Triumph enthusiast in this book. It's 272 pages with 246 photos and covers Spitfire, GT-6, TR-3, TR-4, TR-250, and TR-6.
213-745 \$34.50



Four-Piston Brake Kit For TR4A-TR6
 The best way to replace your antiquated front brakes is with one of these kits, which include modern 4-piston calipers, heavy-duty pads, cross-drilled and slotted rotors, four stainless-steel braided brake hose, all required hardware, and thoroughly illustrated installation instructions. See page 19 for more details.
586-718 \$899.95



Mityvac Fluid Transfer Pump
 A vital addition to every tool kit, this pump is useful for transferring liquids or can even be used as an inflator. Fill or drain gearbox or differential, includes hose reducer and pickup tube that will fit down many engine dipstick tubes.

386-275 \$14.95



GAZ Front Strut Inserts For TR7 & TR8
 Packaged as a matched set, GAZ inserts feature external adjustment, double-lip seals, and zinc-plated bodies. They're valved for fast road and sport applications.
871-005 \$349.95 pair



MG TD/TF Steel Toolbox
 Prone to rusting, many toolboxes are now so patched that it is time to make a fresh start. Available just in time for the winter lay-up, it's time to detail the engine compartment for another year of trips and meets.
451-895 \$124.95



Hoodie Sweatshirts With Logos
 These heavy-duty hoodies are made of 100% cotton. Preshrunk, they're suitable for keeping your ears warm during those cold snaps. Plus, the front pocket can be used for hand-warming or possibly even for suckling small wallabies.
013-470, 013-488 \$49.50



FREE ISSUE OFFER

Classic Motorsports magazine

Combining the best of Europe's car magazines with an American voice, *Classic Motorsports* features profiles on both popular and unknown classics, comparison tests and features on readers' cars. Regular updates on our project cars, with plenty of "how-to" advice designed to help novice and expert restorers alike, plus vintage race, rally and auction results are all featured in the pages of *Classic Motorsports*.



FREE CALENDAR with your subscription!

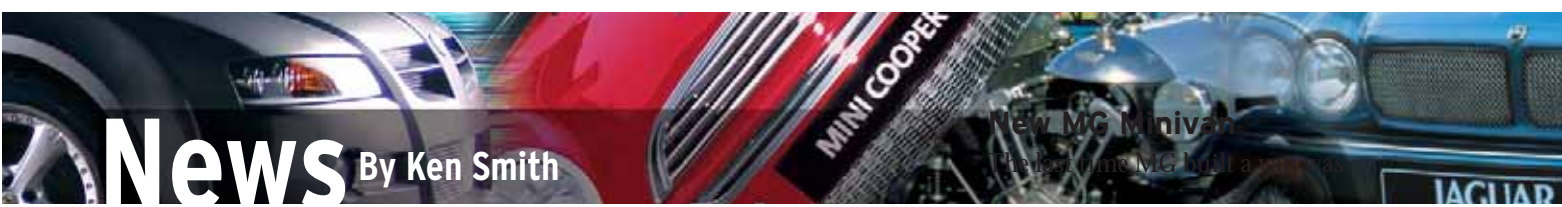
SPECIAL OFFER: GET A FREE ISSUE OF CLASSIC MOTORSPORTS!

Simply fill out the card in this catalog, call us toll-free or visit www.ClassicMotorsports.net to sign up for a free issue of *Classic Motorsports*.

OR BETTER YET...

Order a one-year subscription (six big issues!) for just \$24.95 by January 31 and get this full-color classic sports car wall calendar absolutely free.

Order Toll-Free (800) 520-8292 or online at: www.ClassicMotorsports.net



News By Ken Smith

New MG Minivan
The new MG built a...

20 Years Ago In Moss Motoring

The Winter 1984 edition of *Moss Motoring* featured the new Custom Deluxe seat kits that Moss manufactured in our upholstery facility for the MGB and the Triumph TR6. An inside page feature depicted step-by-step instruction for fitting these fine products, and a related article covered the care and maintenance of leather. Tech tips addressed such diverse yet timeless topics as wire wheels, cylinder head studs, and toggle switches.

CONTINUING THE TRADITION...
Moss Custom Deluxe Seat Kits Now Available For MGB & TR6

WE'D LIKE YOUR INPUT

FLANNEL CAR COVERS

MG/Mini	\$115.95
Triumph TR6	\$144.95

STEERING WHEELS

Table of Contents

Classic Car Ads... page 1
Letters To The Editor... page 2
Custom Deluxe Seats... page 3
Buying A Classic Car... page 4
Leather Upholstery Care... page 5
Tech Tips... page 6
Moss Motoring... page 7

Still stitching: Moss's in-house upholstery shop predates this publication.

In "Club Corner," Lawrie Alexander gave a comprehensive schedule for organizing a British Car Club in your area. These suggestions are still valid today, and reprints of this article are available for those of you wishing to get British car enthusiasts together in your particular area.

Finally, how about an Austin-Healey 100-6 for \$5,500? Or a '59 MGA roadster for \$4,500 or a fine '67 MGB roadster with hardtop at 2,500 bucks? These were just a few of the many cars offered in the "classic-fied" advert section twenty years ago!

British Extravaganza Turns 10 In 2005

Moss Motors and VARA will team up for the tenth year running for the 2005 British Extravaganza. Held at Buttonwillow Raceway near Bakersfield, California, the anniversary bash will happen May 14-15, 2005.

In addition to the usual VARA vintage races, Moss car show, and barbecue followed by a no-holds-barred karaoke spectacle, the 2005 British Extravaganza will have several special features. For one, 2005 will be the 50th anniversary of the MGA, so that model will be honored accordingly.

As a special treat, John Sprinzel will make a rare guest appearance at the Extravaganza. Vintage rally fans know Sprinzel as one of the sport's true legends. Trained as an RAF pilot, Sprinzel began racing motocross and crewed for ocean-racing sailboats before taking up rallying in 1955. He formed the tuning firm Speedwell in 1957, then joined the BMC Abingdon works rally team. Sprinzel tied for first place in the 1958 BTCC (Touring Car Championships) and won the British Rally Championship and the British Trials and Rally Drivers Gold Star Championship in 1959.

In 1960, Sprinzel joined the Donald Healey Motors Company and formed their London-based tuning division. Next, he prepared and campaigned a Sprite



British driving legend John Sprinzel will be the special guest at the 2005 British Extravaganza.

in the European Rally Championship, the forerunner of today's WRC. Sprinzel also won his class at Sebring in a Sprite. Other career highlights include driving for the Triumph TR3 works team, captaining the TR4 team, and competing in international rallies in MGs, Rovers, Fords (UK and USA), Peugeots and Saabs.

In the UK, Sprinzel Racing expanded to 14 car dealerships, selling a variety of British, German, Italian, French, and Swedish cars. Upon retiring from competitive motorsports, Sprinzel worked as a TV commentator, author, and even as a professional wind-surfer. He currently lives in Hawaii and still owns a Frog-Eye Sprite. We encourage all British sports car and rally fans to meet John Sprinzel in person at Buttonwillow this coming May.





News From The UK British Car Scene

TVR Goes Red! Well-respected company TVR based in Blackpool, England, was sold to Russian sportscar enthusiast Nikolai Smolenski. TVR has been struggling with high engine-production costs and build-quality problems, delaying the intended launch of the brand in the lucrative American market. Former owner Peter Wheeler, who bought TVR in 1982, will remain on the board.

Bentley Blows Up Sales! Bentley sales experienced a staggering rise last summer. In June 2004, the company sold 311 vehicles—compared to just 14 cars in June '03. Credit goes to the Bentley GT Coupe, which is still changing hands at a premium.

MG/Rover—"Soy Sauce With That?" Still troubled by financial problems and possible labor disputes, MG/Rover held talks with the creditors of the formerly Korean-owned Daewoo FSO, before embarking on partnership discussions with Proton and the Shanghai Automotive Industry Corp. Shanghai is reportedly interested in buying a major stake in MG/Rover, which the MGR directors vehemently deny. A possible deal with China Brilliance collapsed last year after internal problems. Rover has been seeking international partners for some time to help it bear the cost of developing new models. (Reminds us of baseball owners who vehemently deny that they are about to fire the manager—then he's gone!)



The 500,000th Mini to roll off the assembly line in Oxford, England, was delivered to Dan Cowdery at Long Beach Mini in California.

Mini Sells Half A Million! Last August, Mini achieved a milestone as the half-millionth car left the production plant at Oxford. The 500,000th car, a dark silver Cooper S bound for the USA (Mini's second-biggest market after the UK), was the latest in a total of 375,000 that have been exported. The historical production figure was achieved in half the time that BMW thought possible. That same day saw the launch of the Cooper "S" convertible. Just shows what can be achieved if you have the courage to export a popular brand to the States. How about it, MG/Rover?

Nothing Beats an Original.

Austin-Healey enthusiast? Then it's time you met the Austin-Healey Club USA.



We are a national club with BMC factory club heritage. We offer members numerous important benefits, including our award-winning Austin-Healey Magazine, the Austin-Healey Resource Book, technical assistance, and contact with thousands of Austin-Healey owners from coast to coast.

Please visit our website to learn more: www.healey.org. Annual dues are still just \$35, all inclusive. Join now and let us help you to maintain and enjoy your Healey!

1-888-4AHCUSA • info@healey.org



Vintage racers will live out their dreams once again at the 2005 Walter Mitty Weekend.

All Roads Lead To Atlanta In April

For the second consecutive year, Moss Motors will co-sponsor HSR's Walter Mitty Weekend at Road Atlanta April 28-May 1. In conjunction with *Classic Motorsports* magazine, Moss will host the event's MG-Triumph Challenge as vintage racers vie to see who's the best of the Brits. This year, both MG and Triumph racers have chosen this to be their focus event, so the competition will be hot.

"Moss Motors is honored to be involved with the Mitty again this year," says marketing manager Kelvin

Dodd. "We got a taste of the event last year and had a great time, despite very British weather. This year, we look forward to seeing a record number of competitors on the track and the support of local British owners and clubs."

Road Atlanta is a 2.54-mile course set in the rolling red clay hills of Georgia, about 40 miles northeast of Atlanta. It features 12 challenging turns, including its famous "esses" and the tricky Turn 10. SVRA used to hold the MG Safety Fast Championship at Road Atlanta in the

1980s. Camping is available at the track.

In addition to the vintage races, the *Classic Motorsports* Autofest will include a car show, an autocross, and tech seminars. "This event is a great way for us to meet our customers and distributors in the Southeast," Moss man Kelvin Dodd states. "It should be a hectic weekend, but we still plan to enjoy a Newkie Brun or two with old and new friends in Atlanta." For more information and registration forms, visit www.classicmotorsports.com and www.roadatlanta.com.

10,000-Mile TD Trek

Moss Motors was proud to sponsor MG owner Rick Malsed on his three-month North American tour. Departing on July 12, 2004 from his hometown of Magnolia, Washington, Rick set out to visit 40 states and Canada. The trip included stops at several high-profile British car events en route: GOF West in British Columbia, the MG Summer Party in Grand Rapids (see coverage in this issue), the T-Register's GOF at Watkins Glen, New York, and Al Moss's High Country Tour of Sedona, Arizona, to name a few.

Rick's car is a '52 MG-TD that he calls MaGgie (after his hometown, Magnolia). It's painted Austin-Healey silver blue-gray with black wings and has been updated with a 1,500cc engine, a 5-speed gearbox,

new axles, TF rear shocks, and negative-ground electronics.

Following the MG is Rick's "TD-BT"



Rick Malsed's 10,000-mile MG trip covered the same mileage as if he'd driven from Seattle to South Africa. Co-piloting throughout was Rick's little Shih Tzu Maggie, who shares a name with the MG-TD.

bedroom trailer. He custom-built the MG-ified 260-pound tag-along with a pop-up tent, 12" wheels, 11" "sideboards," TD wings, taillights, bumper and MG insignia, and custom tonneau cover.

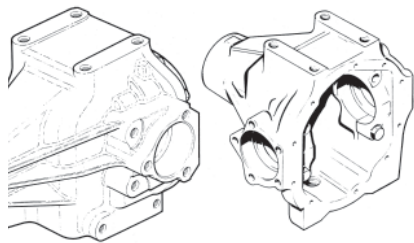
The Milwaukee and Great Lakes MG Motorcar Group gave enthusiasts frequent updates through the "Rick On The Road" column on its website (www.mg3club.org). Rick's hometown paper, *The Magnolia News*, also followed Rick's exploits in a "Travels With Maggie" series of articles.

In addition to sponsorship from Moss Motors, Magellan also assisted Rick with its RoadMate 700 GPS navigation system. Look for a feature article on this trip in the next issue of *British Motoring*. 

Jag XJ-S Axle ID

Q I am working on the rear brakes of a Jaguar XJ-S. How do I determine if it has a Dana rear end?
—Cliff Singer

A Take a look at the side of the rearend assembly where the stub axles come out of the differential case. The flange that holds the stub axles in place has 3 bolt holes on the Hotchkiss-style Dana unit; the Salisbury-style axle has 5 bolt holes. In addition, the bottom of the Dana unit is flat with no drain plug; the Salisbury unit has a hump and an oil drain plug.



Jag rear-diff comparison: Dana (left) and Salisbury (right).

Knowing which diff the cars has is critical for ordering replacement rear brake rotors: Rotors for the Dana axle has access holes at 120 degrees, and the Salisbury axle has them at 72 degrees.

Brake Line Sealing Tricks

Q I installed new brake lines and some of the joints are leaking. Is it okay to use plumbers' Teflon tape to seal the joints? Will the tape be attacked by brake fluid? I've tightened the connections as much as I dare without damaging the nuts.
—Steve Reeves

A Never, ever use Teflon tape as a sealing medium for anything other than pipe-thread applications. Pipe threads jam as you thread the pipes together, and the only seal is offered by the jammed threads. Teflon tape and other pipe dopes are designed specifically for lubricating and sealing this type of connection in applications such as domestic gas lines, some oil-pressure fittings, etc.

In almost all instances, brake systems seal on the pipe seat, not on the threads. (One exception is some brake pressure switches, which employ pipe thread.) Using Teflon tape to seal non-pipe-thread fittings is asking for trouble—the primary seating surface is designed to handle the sealing pressures. If these seats are not secure, Teflon tape on the threads may mask the problem at low pressure and fail without warning under high-pressure or emergency use.

Teflon tape or liquid pipe dope can be a useful thread lubricant in some situations when connection threads are damaged or corroded to prevent the threads from galling further. An example of this would be oil cooler lines, which do have problems with corrosion between the alloy cooler fitting and steel line fitting. In this case, the Teflon lubricates and protects the threads from external moisture.

If you've replaced the brake lines, break the leaking ones and check to make sure that the seating surfaces are in good condition with no cracks or scarring. Use a pipe-fitting ("line") wrench (these grab all of the nuts' shoulders and are available from Sears and many auto-parts stores) and retighten the fittings. Hopefully with the correct tool you will have less of a worry of damaging the nuts.

Coil Quandry

Q I purchased a new coil, and when I went to install it, the markings were different from my original coil: The original terminals say CB and SW, and the new coil has + and -. The car was originally positive ground, but I think it has been changed to negative ground.
—Mike Selner

A Your original coil is lettered for installation in a positive-ground vehicle. CB refers to the contact-breaker connection from the distributor, and SW refers to the ignition switch connection or power into the coil.


In the positive-ground vehicle, the ignition switch is connected to the "hot" side of the battery, which would be the

negative terminal, and the points in the distributor complete the circuit to ground, or positive terminal of the battery.

To hook up a coil correctly, you first need to know if the car is currently negative or positive ground. Check the battery and see which terminal is grounded to the chassis. In a positive-ground car, the white w/black wire connects between the CB terminal and the distributor points. The white wire from the ignition switch connects to the SW terminal.



Check which battery cable is grounded to the chassis to determine the car's polarity before swapping the coil.

If the car has been converted to negative ground, the coil should be reversed, so that the ignition switch (white wire) connects to the CB terminal of the coil and the white w/black wire from the distributor connects to the SW terminal. If you install a newer coil with (+) and (-) terminals, rather than CB and SW, remember that how the car is grounded determines how the coil is installed and wired. Negative-ground cars have the (-) terminal connected to the points; positive-ground cars have the (+) terminal connected to the points. Hence: Positive-ground cars' white w/black wire connects to the (+) terminal; negative-ground cars' white w/black connects to the (-) coil terminal. 

Please email technical questions to 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.

Hot And Clammy TR3A-GT



A Professor's Triumph runs wide-open and opens wide

By Tom Morr
Photos By Andrew Schear

No joke: Dr. J.S. “Noble” Eisenlauer’s Triumph was built on April Fool’s Day, 1959. Thanks to painstaking maintenance and many performance modifications, the car runs better today than at any point in its lifetime: Intelligent “resto-mod” upgrades successfully improve drivability and reliability without compromising the British sportscar motoring experience.

Triumph Archaeology

An archaeology professor at a Los Angeles college, Noble approached his 3A’s history and documentation as if it were a hands-on research project.

The story begins and ends in college. In 1969, Noble’s dad offered to buy him a car to take to college. Not afraid to look a gift-horse in the mouth, Noble lobbied for an XK140. Dad nixed that idea, saying that a Jag was too high-maintenance for a college kid.

Plan B: Still in a British mindset, Noble lobbied Dad to look at Triumphs, “the poor man’s Jaguar.” He’d seen an attractive TR3 in a used car lot. As Noble remembers, “In 1969, you could drive from San Jose to San Mateo on El Camino Real and find eight or ten nice TR3s for sale.” Unfortunately, the one he’d eyeballed

had already sold when they went to look at it.

Noble’s dad owned a 330GT and wanted to stop at a Ferrari garage on the way home from the used car lot. Suffering from Triumph withdrawal, Noble poked around the shop while his dad talked pasta-performance with a Ferrari mechanic. “I wandered around back, and there, sitting quietly in the shade of the back wall, was a nicely restored TR3 with loads of options,” Noble says. “It was love at first sight!”

Upon further investigation, Noble learned that the Triumph was a bank repo that was being prepped



Dual Webers and a chromed header help hot-rod the 2.2L engine. Air lines for the 5-trumpet horn are also visible.



Lucas auxiliary lights and an authentic 1959 plate accent the front.

for sale by the Ferrari shop. Its original owner was a Vice President of Mohawk Oil Company in San Francisco. He'd won several show awards with the car before selling it to a kid in Washington, who eventually defaulted on the payments. Two weeks after seeing the car at the Ferrari shop, Noble's dad paid the bank \$900 and TS46893L was sitting in the Eisenlauer's driveway.

The Resurrection

For a decade, this 3A served as Noble's daily driver. Then, he retired it for most of the eighties and nineties. Following a 22-year hiatus, Noble

decided to dust off his TR and once again make it daily-drivable, by today's standards.

Under the hood, Noble injected extra life into the 2.2L engine. The powerplant now has a 10:1 compression ratio, oversized intake and exhaust valves, and an Isky "D" camshaft. Fueling was improved with 42DCOE8 Weber carburetors fed by





Triple-laced 60-spoke Borani wheels enhance the classic stance.

DC-wise, Noble improved spark and starting with a high-output oil-filled coil and a high-torque reduction-gear starter.

Gearing improvements were also attended to. Noble swapped in a TR4 all-syncho 4-speed gearbox with overdrive and heavy-duty clutch as well as a TR4 rear end, complete with 4.11:1 gears and a Detroit Locker NO-SPIN posi-traction.


With enhanced power and better ways to get it to the ground, Noble next modified the car's handling accordingly. He routinely drives twisty canyon roads to and from his Fillmore, California, home, so front and rear swaybars were welcomed additions. The front suspension has been converted to porous bronze and polyurethane bushings. Koni shocks control the front and Traction Master struts tame the rear. Wheels are triple-laced 60-spoke Boranis, and the steering is rack-and-pinion.



Inside, Noble fine-tuned the TR's comforts and conveniences. The original blue leather interior was replaced with red vinyl and red carpet; they will eventually be replaced. He also rewired a modern CD and stereo system to work with the car's positive-earth electrics. A Nardi-signed wood steering wheel improves the feel of the road. The chrome rollbar is a custom piece.

Vintage Triumph Register records showed that Noble's car was originally white. In the seventies, it got a coat of American Motors Iridescent Diamond Blue lacquer. Other exterior features include hood louvers, original 1959-issue license plates, Lucas fog and driving lights, a badge bar, rear bumperettes, and a repro luggage rack. Although Noble has a tonneau cover and a soft top for the car, he prefers the rare pressed-steel factory "GT" hardtop. Incidentally, Noble also has all the original tools, owner's manual, mechanic's repair manual, and assorted pieces of 1959 Triumph sales literature.

The car's signature modification is Noble's clamshell hood conversion. He'd always admired "Frogeye" Healey and E-Type engine compartment access and decided to emulate this in preparation for a radiator swap. After much contemplation, he crafted an apron hinge bracket that also allows the assembly to be removed entirely. The inner fender brackets were modified to hold the apron securely in place in the closed position. Detail work included creating a new inner apron shelf, cutting the fender beads and then riveting them to the apron sides, extending the headlight wires, and repainting the apron to conceal the requisite metalwork.

In summary, Noble says, "It seems when you own a car like this, there is always something to fix, modify, or add. Next on the conversion list is the installation of an alternator and a switch to rear tube shocks. After twenty-nine years, I guess I should change those Veith radials, too (good tires!). The fun never stops, as I am sure readers of this publication know." 



Bumperettes, badges, and Abarth tips customize the rear.



Originally blue leather, the interior was redone in red in the seventies. The Nardi wheel and chromed rollbar are other prominent interior add-ons.



Pull-pins are used to secure the clamshell apron conversion.



Tire & Wheel Plus Sizing

Upgrading wheels and tires for fashion and performance



Moss Motors offers Panasport wheels for classic style and performance. Plus-size fitments are available for many MG and TR applications (MGB +2 shown).

By Kelvin Dodd

If concours-quality restoration is your thing, or you believe that what the factory offered is sacrosanct, then this article is not for you. If, however, you are open to change and are interested in improving the looks and handling of your car, then read on.

There are two primary reasons to upgrade wheels from their original sizes: increased performance and visual impact. Obviously, the intent of any change is to get the most out of your car without breaking your budget or creating more problems than you already have. As in any modification, a balance between cost, performance, and drivability must be determined, based on each individual's needs. This article will broadly cover some of the positive and negative aspects of wheel and tire changes.

Let's Put Some Rubber On The Road!

When most of our classic cars were new, the factory wheels and tires were sufficient for the vehicles' anticipated performance and to define their looks. Nowadays, that original look may be dated, and the performance expectations have increased to keep up with current trends of high-speed stability and cornering. I'm a firm believer in skinny tires sliding around mountain curves: For me, the "new" sport of sport-compact "drifting" was pioneered by the MGs, Triumphs, and Healeys during the street races and rallies of the '50s. But this type of

excitement at low speeds may not be everybody's cup of tea, particularly during rush hour.

Today, the many available wheel and tire options offer increased stability and safety for performance-minded drivers, or the choices may be merely adequate for those keeping up with modern iron on American freeways. Changing to a wider wheel allows the use of wider, lower-profile tires, which generally have far superior handling characteristics compared to the original-sized tires. Typically, increasing the original rim width by 1" will allow the use of a slightly wider 70- or 65-series tire, the closest sizes to the original 82-series (which were the only factory-offered tires with any kind of performance pretensions). Note that the TR6 and MGB Limited Edition were both equipped with more modern wider wheels from the factory.

A Quick Note On Tire Sizing

Modern tires are listed in Metric sizes. The first group indicates the nominal width of the tire, called the section width. The second group is the aspect ratio, which gives the height of the sidewall as a percentage of the width; this is also referred to as the profile of the tire. So, 70-series tires have taller sidewalls than 50-series sizes. Modern performance tires are generally only available in low-profile 70-series and lower aspect ratios.

Some Popular First-Step Performance Upgrades

CAR	ORIG. WHEEL	ORIG. TIRE	UPGRADE WHEEL	UPGRADE TIRE
Spitfire/Midget	4"	155-13	5"	175/70/13
MGB	4.5-5"	165-14	5.5"	185/70-14 195/65-14
MGA, TR4, A-H	4"	165-15	5.5"	195/65-15

Even these minor upgrades can cause fit problems with the limited clearance in narrow wheelwells. Correct-offset wheels must be used to ensure that the tire is centered in the wheelwell. Generic wheels and older American "Mag" wheels often have the incorrect offset and will cause fitment problems, even with stock tire sizes.

How To Measure Wheel Offset

1. Find the overall width of the wheel. Divide this width in two to give the centerline depth.
2. Lay a straightedge across the inner rim of the wheel. Measure from the straightedge to the mounting rim of the wheel.
3. Subtract the centerline depth from the mounting rim depth. This gives the offset, which is now usually designated in millimeters.

Positive offset indicates that the hub center (mounting surface) is toward the outside of the car; negative offset indicates that the hub center is closer to the brake drum.

Here are some typical offsets necessary to keep the wheel centered for popular British sportscars:

Typical Wheel Offsets

Sprite/Midget: +20mm
MGA/MGB: +22mm
TR2-TR6: +6mm
TR7-TR8: +15mm
Spitfire: +20mm

By keeping the wheel centered in the wheelwell, there is less chance of the wider tires fouling the inner fender, suspension components, or outer fender—this is most important with the narrow rear fenderwells of most British cars. For street driving where there is likely to be a lot of suspension and body movement, it is a good idea to stay conservative on width. Otherwise, the smell of burning rubber and the sounds of tire-rub are going to accompany any spirited driving. Make it a point to do your test-driving with your spouse or significant other in the car. This way, you won't experience the unpleasant surprise of their added weight causing the tires to rub.

If you want that maximum-rubber, road-racer look, be aware that most racecars have had some radical surgery and are often fitted with stiffer springs and panhard rods or other axle locators to ensure that suspension movement is limited. You can't have the same look and performance without making the same sacrifices.

What Are Some Of The Pitfalls?

Sprite/Midget: The square-arch rear-fender cars have very restricted wheelwells. Even a 165-section tire is probably going to rub on the back under hard cornering. The round wheel-arch cars have much less of a problem, and 5.5" wheels can be fitted with wide tires as long as the springs do not allow the tire to contact the fender lip. This led to many a Bugeye that looked like it got mated to a steamroller. Perhaps Austin moved to the square wheel arches specifically to prevent Americans from fitting Chevy Vega wheels with fat, wide-

oval tires to their cars.

Austin-Healey: Big Healeys' wheelwells on the BN2 onward are wide open. Their rear suspension has limited movement, which allows fitting wider wheels and tires without major rubbing problems. However, overly wide tires can spoil the clean lines of the car when negative-offset wheels are installed, which push the tire edge past the fender lip. BN1 fenders are very tight, so wider tires are not advised. On all models, check fender clearance.

MGA: Like the Healey, the rear wheel arches are open and can accommodate tires up to 195 cross-section without problems.

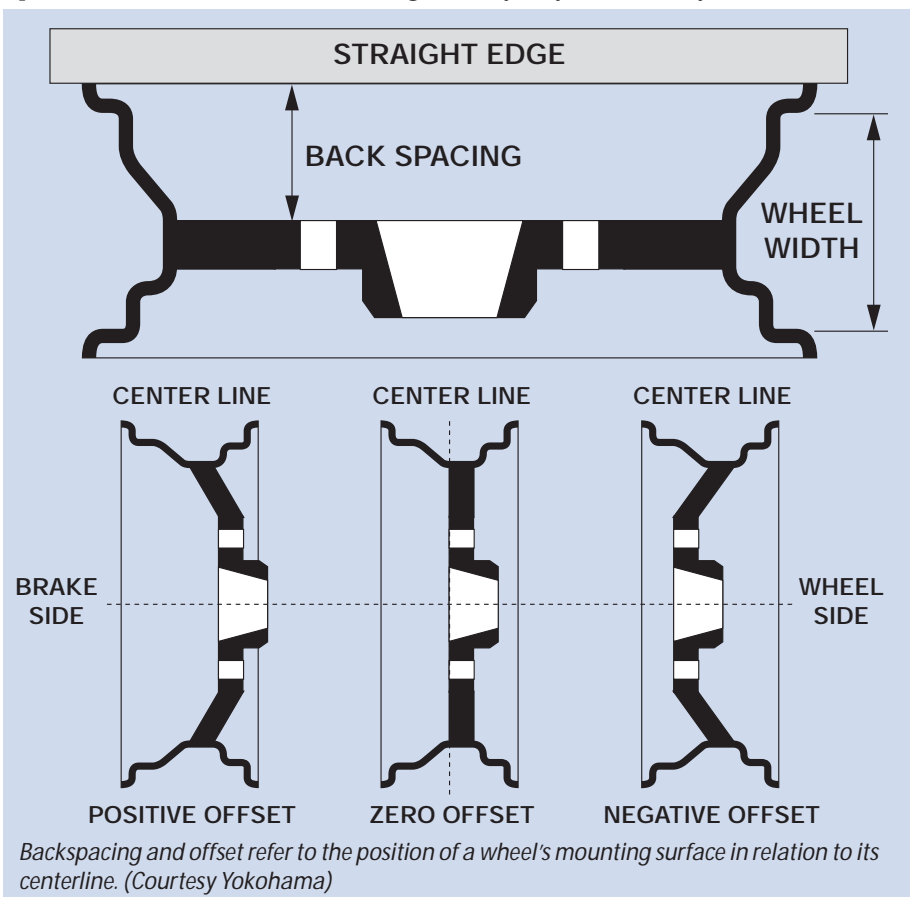
MGB: The rear fender lip on early cars and lowered late cars is at the widest point of the tire, so tire bulge can be an issue. Raising or lowering the suspension may allow extra clearance, but suspension travel can cause clearance issues, particularly on the left-hand side of the car. The inner bumpstop structure and front swaybar can cause clearance issues for wheels that have too much positive offset. Under hard cornering,

the rear axle will move sideways, aggravating clearance problems. On this car it is very important to have the wheel centered in the well, as suspension travel and axle movement can be major problems. Minor fender clearance issues can be addressed by rolling or grinding the rear fender lip. **TR2-TR4A:** Fender clearance is an issue, and a wheel with less positive offset is required to clear the front brake calipers. This restricts the maximum wheel width.

TR250-TR6: Again, a less positive-offset wheel is required to clear the front brake caliper; fender clearance is improved and tires up to 205 cross-section can be installed as long as the car is not significantly lowered. Rear-fender clearance can be a problem on lowered cars.

TR7/TR8: A positive-offset wheel is required, but the wheelwells are quite spacious. 205/60-13 tires will fit on the original factory alloy wheels without any clearance problems.

Spitfire: Open wheelwells allow the use of 5.5" wheels. These can be mounted with 185/70 series tires, but they may stick out beyond the fenders.



Plus-Size Wheel Options

One way to increase the availability of high-performance tires is to increase the diameter of the wheel, which allows the use of lower-profile tires while still maintaining the correct overall tire diameter. Only baseline modern vehicles are equipped with 13" and 14" wheels, so high-performance tire availability in these sizes is very limited. By increasing rim diameter one inch (+1) or even two inches (+2), the availability of lower-profile high-performance tires becomes much greater. In some cases, larger-diameter wheels allow the use of wider tires because the tires' sidewalls don't flex as much, so clearance under load may be greater. **MGB:** An inch-larger wheel allows the use of high-performance low-profile tires without compromising looks and performance. A popular performance option for the 14" wheel is the 195/60-14 tire, which has a much smaller diameter than stock. This reduces the overall gear ratio and does not fill the wheelwell from front to rear.

MGB Plus Sizing

STOCK WHEEL DIAMETER: 14"

Typical Tires: 165/80-14
(diameter 619.6 mm)

185/70-14 (diameter 614.6 mm)

+1 WHEEL DIAMETER: 15"

Tire Choices: 185/65-15
(diameter 621.5 mm)

195/60-15 (diameter 615.0 mm)

There may be clearance problems with

this width of tire on some wheels.

+2 WHEEL DIAMETER: 16"

Tire Choices: 195/55-16
(diameter 620.9 mm)

205/50-16 (diameter 611.4 mm)

This width of tire could only be fitted to a car with modified rear fenders and some type of axle location device such as a panhard rod.

TR6: Moving up an inch in diameter allows the use of a wider wheel due to increased suspension clearance. Note that the only available 15" performance tire has a much smaller diameter than stock.

TR6 Plus Sizing

STOCK WHEEL DIAMETER: 15"

Typical Tire: 185/80-15
(diameter 677 mm)

Performance Alternative: 195/65-15
(diameter 634.5 mm)

+1 WHEEL DIAMETER: 16"

Tire Choice: 205/60-16
(diameter 652 mm)

TR7/TR8: The look of the "wedge" is really improved with more modern tire and wheel combinations. This "shape of things to come" really was ahead of its time and looks dated mainly due to the small 13"-diameter wheels. A number of sticky 205/60-13 tires are on the market, but increasing wheel diameter gives the car a whole new image.

TR7/TR8 Plus Sizing

STOCK WHEEL DIAMETER: 13"

Original Tire: 185/70-13
(diameter 589.2 mm)

Performance Alternative: 205/60-13
(diameter 576.2 mm)

+1 WHEEL DIAMETER: 14"

Tire Choices: 185/60-14
(diameter 577.6 mm)

195/60-14 (diameter 589.6 mm)

RECOMMENDED +1

205/55-14 (diameter 586 mm)

Not many tire options available

+2 WHEEL DIAMETER: 15"

Tire Choices: 185/55-15
(diameter 584.5 mm)

195/50-15 (diameter 576.0 mm)

205/50-15 (diameter 586 mm)

Recommended +2 size

What If I Have Wire Wheels?

Although the classic wire-wheel crowd doesn't have as many performance options, they shouldn't feel left out. Here are some suggestions that will get you going with even more style. **Spline-Drive Alloy Wheels:** An expensive option, but the best alternative to converting to bolt-on wheels for maximum strength and a look that shouts CLASSIC PERFORMANCE!

Clearance is a major issue as the 13", 14", and 15" spline-drive wheels are 5.5" wide and there must be enough clearance to the outer fender for the wheel to be removed. Just because a tire fits the rim doesn't


mean you won't need a body hammer and cutting torch to remove the wheel. A very tasty combination for the MGB is a +1 package of a 15" spline-drive wheel and a 185/65-15 tire. This will clear on most cars; the larger 195/60-15 will likely rub under hard cornering.

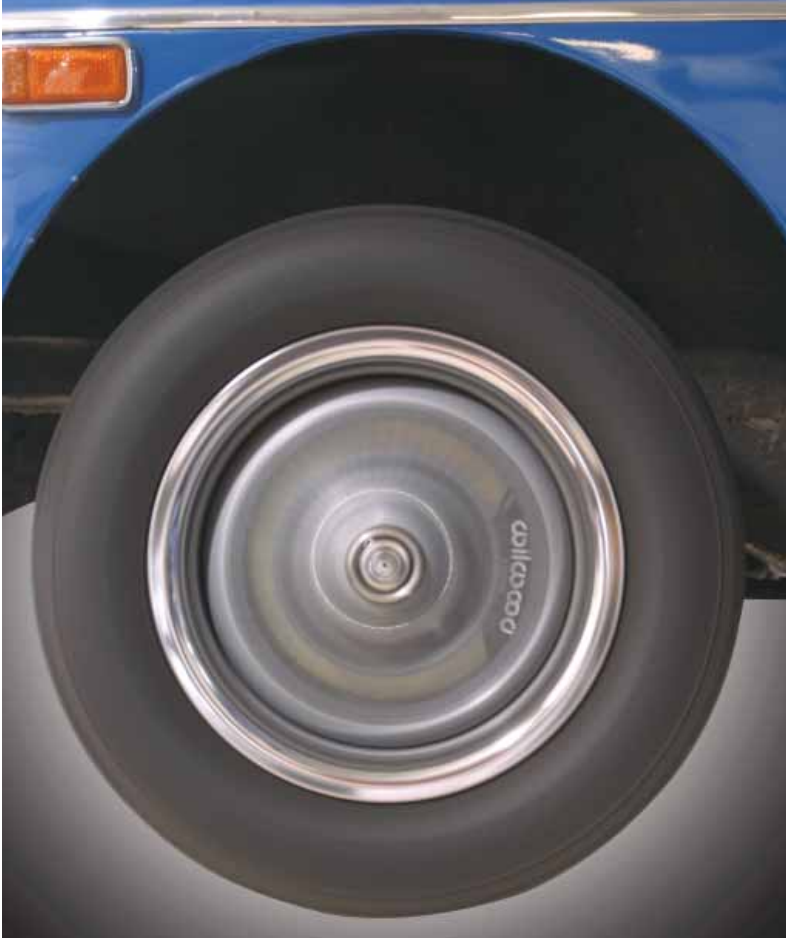
Wire Wheel Options: The first option is to look at the factory racing history and see if a wider wheel was available as an option. In the case of the MGB, the factory offered a 5.5" 72-spoke wire wheel, which has the correct offset to handle larger rubber without clearance problems.

Most early cars originally equipped with 48-spoke 15x4 wheels can be easily upgraded to 60-spoke 15x4.5 wheels or even the 15x5 72-spoke wheel originally specified for the MGC. The exception is the Austin-Healey, with front 2" drum brakes: Where 60-spoke wheels foul the brake drum, the wider MGC wheels will fit without a problem.

The 72-spoke 15x5.5 wire wheel was originally fitted to the TR6 and the necessary reduced offset may cause tire-rubbing on the outer fender of cars originally fitted with 48- and 60-spoke wheels.

Center-lace wheels are available in 15x5.5 for the small sportscar hub and also for the larger Jaguar hub. These wheels look stunning, but also have a much-reduced offset. So, outer fender clearance must be carefully checked. The unobstructed rim was a highlight of the AC Cobra, so these wheels are often called "Cobra" wheels and look stunning on a TR250 or TR6.

Tires and wheels are one of the most popular topics for discussion, and I hope that this article may clear up some of the questions about possible fitments. Each car is different, so always check clearance before allowing a tire to become damaged and unsafe. If you are looking for the ultimate in wide rubber, be ready to do some body modifications; if in doubt, stay conservative and minimize headaches. The difference in handling between one tire size to the next may be insignificant compared to the problems caused by tire-rub when cornering. 



Bigger Brakes

Moss's two new kits improve TR and MGB stopping power

By Eric Wilhelm

Photos By Lance X. Lusignan

They don't build 'em like they used to. Thankfully, today's sportscars start and stop infinitely better than those built in previous generations. With this in mind, Moss Motors' engineering department has been working diligently on ways to adapt modern technology to older British sportscars to improve safety and the overall driving experience. Two new front disc-brake kits are the fruits of some of these labors.

Using upgraded modern components, these new kits improve stopping power in the TR4A/TR250/TR6 (Part # 586-718) and 1962-80 MGB (Part # 586-628). Four-piston calipers and heavy-duty pads increase clamping force, and cross-drilled/slotted rotors stay cooler to fight fade and evacuate brake dust and road dirt for a more consistent friction surface. The kit's DOT-compliant braided-steel hoses are more durable than standard rubber hoses, and they also provide a firmer pedal feel.

These kits were designed to be installed by the do-it-yourselfer. In addition to regular SAE and metric wrenches and sockets, the job is eased with crescent wrenches, vise grips or line clamps, and line (flare-nut) wrenches. The TR kit also requires the backing plates to be trimmed.

If the car's brake fittings haven't been touched in years, spray penetrating oil on them ahead of time to lessen the likelihood of rounding the nuts' shoulders. Also, realize that brake fluid eats paint, so be cautious when removing the old parts and when adding new fluid to bleed the upgraded system.

These photos show highlights of a Big Brake installation on a TR. Complete instructions are online at www.mossmotors.com.



To improve stopping performance and increase pedal feel, the Moss MGB system utilizes alloy Wilwood 4-piston calipers with dust seals, heavy duty pads, cross-drilled/slotted rotors, and braided-steel hoses.



1. Installation of the upgraded Moss 4-piston TR brake kit: Raise and secure the car and remove the front wheels. Then disconnect the left-front soft hose at both ends. Plug the hardline with the kit's stopper to keep fluid from dribbling onto paint, and save any stock lock-clips and other hardware.



2. Loosen the fitting at the brakeline retaining bracket.



3. Remove the lower caliper bolt first, then hold the caliper while loosening the upper bolt. Pull the caliper from the splash-shield and spindle mounts, then remove it from the rotor. Save all brackets and spring washers.



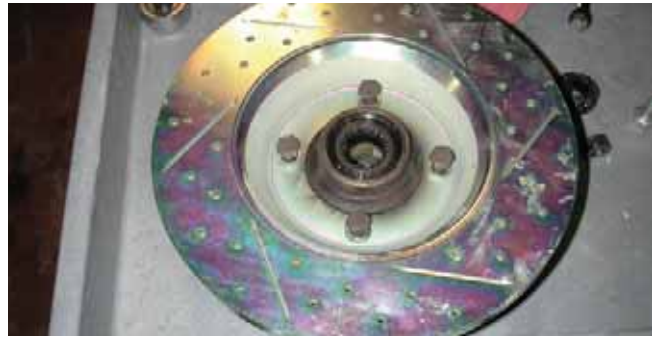
4. Wiggle off the hub dust cap with vise grips. Then remove the cotter pin (if equipped) and the spindle nut. Remove the rotor/hub, saving the bearing and washer.



5. Secure the lugs in a vice if necessary, then unbolt the hub from the rotor. Save the lockwashers.



6. This is an opportune time to repack the bearings or replace them and their felt seals. Moss Motors stocks the necessary replacement parts.



7. Clean the new Moss rotor with brake cleaner. Then use the stock bolts and lockwashers to bolt the existing hub to the new rotor, torquing the bolts in a criss-cross pattern.



8. Slip the backing plate off the spindle, rotate it to clear the caliper-to-spindle mounting bracket, then remove the plate.



9. Clean the backing plate, then use the kit's template and mark where the plate will need to be cut.



10. Use a cut-off wheel, nibbler, and/or die-grinder to trim the backing plate. File any sharp edges smooth.



11. Test-fit the modified backing plate with the spindle, bearing, hub/rotor assembly, and caliper. Re-trim the backing plate if necessary to create more clearance, particularly in the caliper area.



12. The kit's calipers are marked Left and Right. Mount the caliper with the bleeder screw facing up. Then mount the L-shaped brakeline bracket horizontally.



13. Check again for interference between the caliper and backing plate.



14. Torque the spindle nut to factory spec, then install a cotter pin if the original setup used a castle nut. Pack the dust cap with grease and tap it into place.



15. Install one of the kit's braided brakelines: Hand-thread the end with a 90-degree bend into the caliper.



16. Route the hose between or over the coil to clear the spring during suspension movement. Move the line's crimp to its line locator and use the kit's hardware to secure to the factory retaining bracket.




17. Use line wrenches to tighten the hose. Then spin the rotor to verify clearance between it and the pads' anti-squeak spring.



18. Repeat the process for the front-right side. Then install the rear hose(s).



19. IRS TR takes two rear lines; live-axle applications have a single rear line. Finish the job by bleeding the brakes, checking for leaks, then bed the brake pads following the kit's instructions. 

Car Show Spectacular

Great British events all over the country

Whoever said that British car shows ain't what they used to be hasn't been to one recently. Just as *Wide World Of Sports* used to span the globe to cover the constant variety of sports, we spent the summer and fall attending British car shows. Here are highlights of five outstanding meets.

Michigan MG Reunion

From the early eighties to late nineties, John Twist organized an annual summer MG party. Then he went on a five-year hosting hiatus.

Fortunately for 500 MG owners from across the country and even a few from abroad, Twist decided to do it again and organize the University Motors Reunion Party in Grand Rapids last August.

The festivities began with a Thursday "Grand Lake Tour XII" — a 100-plus-mile navigational rally around Lake Michigan. Hardy drivers and their navigators hurtled through the night over some very rough roads, arriving back at the start point some 24 hours later! Only one car didn't finish, a true testament to these MGs' reliability. Covering 112 miles, the worthy winners were Brian Rehg and Matt Kobe in a 1971 MGB roadster. They probably wish they had finished second: They're now the rally masters for the next Grand Lake Tour!

Other activities included touring Grand Rapids and checking out the numerous vendor stands. For many, the weekend's highlight was the MG car show at Douglas Walker Park, where more than 500 MGs of all types displayed their beauty. The meet was also the site of a national gathering for the MGA Twin-Cam group, the Triple-M Register, the MG Driver's club, and the MG V8 Register. Plenty of variety here: MGBs, Midgets,

T-Types, and other assorted British classics.

Guest speaker at the Saturday evening banquet was Stephen Cox, Chairman of the MG Car Club of England and also an MG/Rover employee. However, he gave no clue as to whether a new MG would be coming to the United States.

The event concluded on Sunday morning with a convoy drive of more than 100 MGs to a fine breakfast at Grattan Racetrack, where attendees were able to drive parade laps. All in all, a fine event, and one hopes that this can be repeated soon, without a five-year interval! —Ken Smith



Twin-Cams were popular. This MGB-GT features a swapped-in 1.8L Miata engine.



Hailing Britannia across America...



Grand Rapids' Douglas Walker Park was packed with MGs.



Toys of all sizes were on display.



As usual, MGBs were the most popular in terms of sheer numbers.

L.A. British Meet Comes Back With Amazing Variety

After three years off, The Greater Los Angeles British Car Meet returned with well over 300 examples of the automotive best of Britain. The arcane parade started early as Mike Frankovich pulled in with an amazing, two-tone blue Vauxhal Estate (wagon) that looked like a two-thirds-scale 1957 Oldsmobile, followed by his fully outfitted London Police Inspector's Ford saloon from the 1970s. Then Mike Harper-Smith one-upped that by rolling up in a mint red double-decker bus (which was reported to have been hard at work on the streets of London just a few weeks before) as well as a shiny black Austin FX4 Taxi. The forecourt of the event began to look like a big Corgi boxed set!

Proud and proper restorations mixed with specials galore. How about a stretch-limo Mini or Randy Williams' Morris Minor convertible pickup? The best was Luciano Sarra's 1991 Jag XJS with shortened all-steel 1956 Lincoln Continental MkII bodywork! It's kind of ironic that both companies are now owned by Ford.



While the crowd inspected Leno's old Bentley, Jay checked out Bill Czerwinski's Morris Woody. (Courtesy Randolph Williams)

Winners included a bright red Allard J2X, the Frankovich Vauxhal, Gary Wales' prewar Bentley, and a forward-control (flat-fronted) Cold War communications command post recently imported from Germany. It



L.A. reinforced its status as car capital of the world—several pristine machines were on display.



London West: Mike Harper-Smith's Austin taxi and double-decker bus added some Motherland flavor.

featured an 80-foot antenna that the owner erected immediately when he got to the park. Club Participation award went to the Mini Club with more than 43 cars. —Rick Feibusch

Fallfest: Autumn In Jersey

After last year's torrential downpours put a damper on Fallfest, perfect weather greeted the 2004 event this past September. More than 100 cars were on display in Dover at Moss Motors' East Coast warehouse—a great turn-out considering that 9/11 memorial events and a race at Watkins Glen took place the same weekend.

Fallfest 2004 was once again organized by Larry Gersten and sponsored by NJ Triumph Association, Eastern NY MGA Club, and AHY Sports & Touring Club. Along with the usual influx of MGs, Triumphs, and Austin-Healeys, other British marques on display included Jaguar, Bentley, Cobra, Morgan, Lotus, Mini, and Rootes. Cars began arriving before 9:00 a.m.

Plenty of awards were handed out in addition to the door prizes donated by Moss Motors. The Best of



Clean T-Series dotted the Moss Motors East parking lot.



Several Healey owners flew the stars-and-stripes instead of the Union Jack in commemoration of 9/11.



Rubber-bumper MGB owners had several questions about the Moss Chrome Bumper Conversion Kit.

Show award went to Tom and Pamela Mulligan of Ringwood, NJ, for their 1967 AHY BJ8.

In 2005, Fallfest will likely be held

a week later to avoid conflicts with other events in the area. It's sure to attract more British sportscar owners than ever, vying for show trophies and

taking advantage of a 15% discount at the Moss parts counter. Look for the exact date in a future issue of *British Motoring*. –Giles Kenyon



Near Stanford University, El Camino Park provided the ideal setting for the 26th All-British Show. Here, a red Triumph GT6 reposes in front of a pair of TR3s.

Palo Alto All-British Show: 2 Days + 420 Cars = Fun

For the last 26 years, British Cars have filled the fields at El Camino Park with a little bit of the England that used-to-be. Morning smells blend burnt Castrol and Irish bacon frying to the sound of that 1950s-60s type of jazz that was popular when the majority of these cars were built. Union Jacks are everywhere, on shirts, on flagpoles, and on the very cars themselves.

Over the years, a Saturday driving event was added and the static display became mobile. This past September, 65 cars signed up for the tour, including everything from XK Jags and Big Healeys to an Austin A55 saloon. The TR3s were out in force, and the MGs were well represented with all models.

The Sunday car show featured beautiful weather and a reseeded lawn for parking. The cars were as beautiful as ever and there seemed to be at least one of everything. One fellow towed in an ultra-rare single-seater Peel micro-car (made on the Isle of Man in '58) behind his all-glassfibre-bodied, 3-wheel Reliant delivery van.

Minis new and old are becoming vital components of British meets.



Winners included a Land Rover Dormobile camper conversion, the baby Peel, a magnificent BRG and white 100/4 Healey, and an equally impressive, bright red, 1953 Sunbeam Talbot saloon that also did well on the Saturday rally. Best Pre-War award went to Peter Lindstrom's 1925 Austin Seven that has been in Peter's family since new! The Club Participation Award went to the Jaguar Associates Group (JAG), which brought out over 50 members' cars. *—Rick Feibusch*



Big Healeys a go-go in Palo Alto.

25th Annual San Diego British Car Day

Over 400 British cars and their wonderful owners attended this year's event, held at Fairbrook Farm in northern San Diego County. This beautiful venue—a rolling green-grass horse farm in Bonsall—provides an ideal location to have a picnic while displaying your car and enjoying many other fine British cars and British car clubs from all over the Southwest.

Voting is done by marque by car owners within that marque. Everyone gets to vote for Best of Show—won this year by Doug and Carole Gates and niece Amanda Pinta, with their crowd-pleasing 1921 “Springfield” Rolls-Royce Silver Ghost Open Driven Touring Limousine. Since this fine car was actually made in Springfield, was the Best of Show for this 25th Annual British Car Day actually won by an American-made car?

Another crowd-pleaser is the “Best Beater” trophy (actually a bucket filled with sandpaper, body filler, car wax, etc.), won this year by Fairbrook Farm owner and TVR enthusiast David Zumstein in a “yet to be restored” TVR. Lots of good-natured ribbing about that one...

This year's featured marque was Rolls-Royce, and many beautiful examples were on hand to celebrate “Roller's” 100th year. The Rolls-Royce groups provided gifts for all in attendance and had an excellent display explaining the car and company history.



Since this is Rolls' 100th anniversary, this limo fittingly took Best of Show. (Courtesy Kyle Mitchell)




Bugeyes were well represented. (Courtesy Kyle Mitchell)



Classic wire wheels were plentiful in Bonsall. (Courtesy Kyle Mitchell)

Next year's San Diego British Car Day will be held at the same location, on Sunday, October 2, 2005. For more photos of this year's event, and for

more information about upcoming events in the San Diego area, please visit www.sandiegobritishcarday.org or call (760) 746-1458. *—Steve Kirby* 

Classic Car Insurance

Correctly Covering Your Assets!

By Jim McGowan



"Drive it like you stole it" is just an expression... (Moss Motors archives)

Insurance is like taxes—you just hate to write the check. It's a nebulous thing: You send out money but nothing comes back. We all hate buying something we can't touch or feel. But for anyone who's had reason to call in that insurance investment, filing a claim can mean the difference between getting your car repaired and back on the road or possibly losing your classic forever.

Insuring a classic or collectible isn't quite the same as insuring the family grocery-getter. Several different facets need to be examined first. Above and beyond the normal required liability and comprehensive coverage are three other policy options: Agreed Value, Stated Value, and Actual Cash Value. These are very different types of insurance, and you must be aware of their subtle differences.

The first consideration in obtaining collector-car insurance is getting a professional appraisal to determine the market, or insurable, value of the vehicle. Your total out-of-pocket restoration investment and/or purchase price should be covered by the value of the policy, so be sure to save all your receipts for work done. Hopefully, the appraisal will reflect that number and more. Check your local yellow pages or publications like Hemmings Motor News (www.hemmings.com) for an appraiser in your area. Hemmings has a national listing of appraisers in each issue, and the publication can be found at large newsstands or in chain bookstores

across the country.

Your appraisal should cover every aspect of the vehicle's condition and list a final value on the Statement of Appraisal report. This document is signed by the appraiser and should be submitted to the insurance company when applying for the policy. Most classic/collector insurance companies will also require a complete photographic record of all areas of the vehicle. Armed with this information, you should be able to acquire an Agreed Value policy.

Most specialty insurance companies have minimum qualifications that you and your vehicle must meet. Typically, the car

must be at least 15 to 25 years old, not driven more than 2,500 miles a year (additional mileage costs more), and stored in a secure location. You must have a good driving record and have held a valid driver's license for 10 or more years.

Each company might have different variations on these requirements, but the basics are the same. Most specialty insurance companies also will allow you to select the repair/restoration shop of your choice to perform the repairs.

Now to the really important part: Agreed Value versus Stated Value versus Actual Cash Value coverage. Agreed Value pays the full insured value of



Even with classic car insurance, an auto club membership might still be worthwhile. (Moss Motors archives)

your vehicle in the event of total loss with NO depreciation. In other words, in a serious claim event, the insurance will match the appraised value, which should match the value reflected on the policy for complete replacement of the loss. This is the kind of insurance you should seek.

Brokers sometimes interchange the terms Stated Value and Actual Cash Value, but they are not interchangeable, and the difference between them is huge. Stated Value insures up to the amount on the policy declaration page but does not guarantee the full-insured amount. So even with an appraisal, this type of policy may not pay the total replacement cost; only what the insurer deems necessary.

The last type is to be avoided completely. Actual Cash Value is basically the same as new-car insurance. No specific value is placed on the vehicle, and the company will normally offer only replacement cost, less depreciation. In other words, if you have a restored '65 XKE, the

insurance company will financially rate it at the same value as a beat-up, trashed-out model: Condition is not a consideration.

Obviously, motorsports use isn't normally covered by the collector-car insurers; some specialty companies write no-fault competition policies for professional racing team, and others companies might cover non-track damage to a vintage racecar such as during trailering and paddock display. If you participate in track events, check with the potential insurer to see if they

make a distinction between side-by-side competition (as in vintage racing) and club test-and-tune days.

As you can see, buying collector-car insurance isn't as simple as making a phone call. Find a company that will provide Agreed Value coverage for your vehicle, and make sure you understand all the conditions of the policy you purchase. (Special thanks to the experts at American Collectors Insurance, www.americancollectorsins.com, for their useful and accurate information.) 



Theft is covered by many classic-car insurance policies. Contact your agent for details. (Moss Motors archives)

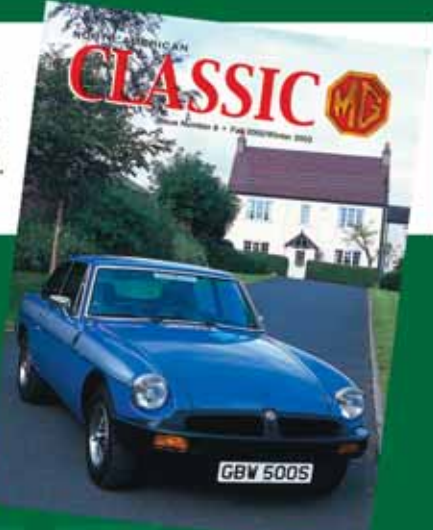
North American


CLASSIC



Magazine



P.O. Box 2308 • Huntersville, NC 28078
(704) 948-1746 • www.ClassicMGMagazine.com



A quarterly magazine dedicated
to the magic of MG cars
and the people who love them.





Subscribe Today

British Lead Price Rise In Collector Cars

Big Healeys and MG-Ts log strong sales

By Phil Skinner
Photos By Phil Skinner

It's no secret in the world of fine collector cars: Quality sells at a premium often higher than established values guides' limitations. Almost every weekend in 2004, record prices were paid at public auctions for popular British sports cars.

If the price increases seen for such models as Austin-Healey 3000s (especially the BJ8 series) as well as E-Type Jaguars are any indication of the current economy, then the collector-car market is at its all-time apex. From the glitter-covered sales block of Barrett-Jackson's annual kick-off sale last January in Scottsdale to the fabulous weekend in Monterey headed up by Christies, Gooding, and RM Auctions, prices have escalated to record levels.

Driving these prices are the availability of parts from sources such as Moss Motors and quality restorations that far exceed factory-production quality. Sheetmetal is perfectly mated, flawless paint is applied in the correct colors, interiors are created by the finest artisans, suspensions have detailing that far exceeds the exterior finish of many modern cars, and mechanics are not only spectacular to view, but also ready to hit the track or the concours field.

Healey Inflation

Awesome would describe the price jumps seen in recent months for the Austin-Healey 3000s. In public



Today's buyers are learning to look beyond fresh, shiny paint and inspect all aspects of the cars offered, which may be the reason this 1963 Austin-Healey 3000/BT-7 roadster stalled at the Hershey Auction when the bidding hit \$22,800, to be called a "no-sale."



With prices topping over the \$20,000 mark, the \$4,860 paid for this 1972 Triumph TR-6 with rare optional hardtop was among the few bargains we found at the Kruse International fall Auburn sale.



Especially treasured by British sportscar fans is the handiwork of the early David Brown inspired Aston-Martins. With values rising steadily, this DB-2 drop-head coupe was a good buy when called sold at the Hershey Auction for a bid of \$83,000, plus the commission.

auctions, they've rocketed from the low \$40,000s to near \$100,000! Reportedly, several private sales have been over the six-figure mark. High-dollar examples have thousands of hours of restoration labor and use only the best materials. Craftsmen have replicated every feature expertly enough to make the spirit of Donald Healey rest easy knowing that his creations are being so well presented.

Also enjoying a king-size growth spurt in values is the fabled MG T-Series roadsters from the late 1940s and early 1950s. While many credit the MG-TC with spawning the British sportscar craze after World War II, today this model is considered the elite of open-air English motoring. Prices have risen in response to the growing audiences, with some examples reportedly hitting the \$50,000 mark, about a 35% rise in the past couple of years. During the last days of the Clinton administration, TDs hovered in the \$12,000-\$15,000 range. Today, take those values, double them, and then add a 10%-15% premium on top of that for exceptional quality

for a price level that many felt was long overdue. Setting an all-time record was a specially prepared TD 2+2, exhibited at the 1953 New York Auto Show and later owned by actor Lee Majors. At the recent Christies' Monterey sales, this car commanded a bid of \$94,000. A 17.5% premium took the final sale price well into six-figure land.

When the MGA was released in the late 1950s, it had a modern body design with mechanical carry-overs. When the 1600s came out, the result was a faster car, and both the coupe and the roadster were well-received. Today, under the lights of the auction block and the blaring loud-speakers, MGA prices have seen 40%-60% rises: Roadsters go in the low to high \$40,000 range while even the coupes are enjoying values in the mid-\$20,000s. Of course, add a Twin-Cam and the value will increase a minimum 20%.

Always considered the most elegant of post-war sportscars are the XK-120s and 140s, which have accelerated in value faster than when



A few bargains are left for the discerning British sportscar enthusiast, such as this sharp 1979 MGB convertible seen in Tunica, Mississippi, at the Sherm Smith sale, where it was called sold with a hammer bid of \$3,200.



Seeing a sharp rise in collectibility and corresponding values, MGA roadsters have really taken off recently, with this 1960 model (original 1500cc engine still in place) fetching an outstanding \$51,840 at Kruse International's fall Auburn sale.



Austin Healey

Club of America, Inc.

MAXIMIZE YOUR HEALEY EXPERIENCE!

Join the world's largest Austin-Healey club for Healey enthusiasts (ownership not required) and enjoy these benefits of membership:

- Local clubs (47 chapters in U.S. and Canada) • 32-page color *Healey Marque* magazine • annual full-color calendar • annual directory of over 3,800 Healey enthusiasts world-wide • largest yearly gathering of Healeys at national Conclave.

For information and to join:

www.healeyclub.org
or toll free 877-SHEALEY





Big Healeys remain strong. This BRG 1965 3000 Mk III BJ8 2+2, meticulously restored by Kurt Tanner, sold for \$70,200 (before commission) at Barrett-Jackson's Scottsdale sale. (Courtesy Barrett-Jackson)

they took the checkered flags at the 24 Hours of Le Mans. At the auction block, a premium has always been expected with the alloy-body early 120s. Standard steel-body examples have been approaching this level, but of course those early models still hold a 40%-50% advantage.

E-Type Investments

Considered by many the epitome of the post-war production sportscar is the early E-Type Jaguar. Flat floors or side latches for the bonnet add to the value of the first editions, and the top-dollar cars at auction are the Series I roadsters fitted with the 4.2L engine. With prices seen well over the \$100,000 level and pushing \$120,000 in one report, these cars are very safe returns on the investment of quality


work. Even the later Series III V-12 editions and coupes have seen a 10%-15% general rise at auctions from New Jersey to Los Angeles.

Some of the most difficult cars to pin values on are the Triumph TR2 and TR3 roadsters. Outstanding examples of these cars when new were few and far between, and many of today's restorations exhibit higher quality fit and finish than production levels. While the "cheap and cheerful" restorations are fun to look at, here again, quality is key. While prices have generally remained under \$15,000 on the auction block, professional restorations often exceed this level, which limits the budgets some owners want to establish for having their cars redone. But those who are willing to take a chance may be surprised in private sales, and it's just a matter of time before these TRs' values climb up to make them worthwhile investments.

Even the smaller cars—such as Sprites, Midgets, and later Triumphs—are doing very well, making the higher cost of restoration and parts a little more bearable knowing that the final product will return its value at auction. Cars that were once entry-level bargain-basement models are now becoming prized possessions due to nostalgia

interest and a growing segment of the motoring population wanting to get involved with the hobby and sport.

However, only those cars that have scrutinized to the "nth" degree seem to fare well. Careful buyers, or their representatives, comb over every major part of these cars, looking for short-cuts in restoration skills or items that the factory never designed or placed on the cars. As values for the finest examples have shot up at record paces, cars that need restoration or have shoddy workmanship have remained flat—and in some cases have actually seen a decline in value. This is due to rising prices in restoration skills. Several quality Canadian shops have noted a major drop in work from the United States as the Canadian dollar increases in strength.

Not counting an unforeseen disaster in the near future, prices will surely escalate at a pace ahead of interest rates or many standard investments. However, auctions can be fickle, and a model's popularity could turn almost overnight. While financial investments are good, it is far better to buy, own, maintain, and restore your British-born sportscar for the sole purpose of loving its unique mechanics, wonderful driving experiences, and the friendships of those who share your passion. 



Always one of the most popular members of the British sportscar set are the early XKs, such as this XK-140 with the very desirable MC option, selling for a strong \$94,000 sell price at Christies' in Monterey.

The Heit Of Healeydom

Track or show, Jim Heit has a hit on his hands

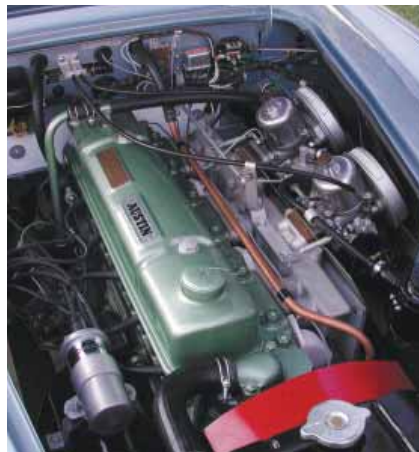
By Tom Morr

Like many Americans, Jim Heit of Simi Valley, California, was bitten by the Brit bug while stationed overseas. During his stint in Germany, Jim fell for his first Big Healey: a '60 BN7 Mk I. Jim enjoyed the car so much that he shipped it back to North Dakota when he returned home. But once he was surrounded by baseball, hot dogs, apple pie, etcetera, Jim traded his Healey straight-up for a '66 Vette.

Eventually, Jim began to suffer from withdrawal. Yearning for English elegance, he began looking for another Big Healy. His quest ended in 1994 when Jim found this '63 3000 BJ7 parked on a street in Los Angeles' San Fernando Valley. A California car, its second owner had bought the Healey in 1965 and planned to pass it on to her son. When her son bought a pickup instead of inheriting the Healey, the BJ7 was evicted from the garage. Jim proudly gave the car a new home with indoor accommodations.

He says, "When I bought it, the speedo showed 5,000 miles, but the previous owner boiled-over the engine, so the ticker was likely turned back after the rebuild." The car was mechanically sound but needed some "freshening." Jim sent it to Hans and Eric at Absolutely British (Ontario, California) for what became a frame-up concours restoration. "The car was never abused, but they fixed the dings," Jim says. The Healey also received 72-spoke Triumph wheels instead of the OE 48-spokers.


Jim's resto efforts have been recognized many times. At his first show, a local British meet back in 1996, Jim won the Concours division. Other awards include Best BJ7 honors at the A-H 50th bash in Lake Tahoe and Best Healey at the 2003 VARA/



Jim prepares to give a thrill ride at Buttonwillow.



Moss British Extravaganza. One of Jim's best memories came from that Moss show: "An English lady hopped

in for a track ride at Buttonwillow," Jim recalls. "She said that it was the highlight of her weekend." 



Readers' Cars



Not For Sale

James Jensen of Sturtevant, Wisconsin, has owned his '60 MGA 1600 since 1979. Its previous owner abandoned the MG outside, topless under a tarp. James chipped away restoring the car, often getting sidetracked: "A few times I got tired of looking at all the boxes of parts and put it up for sale," he says. "Every time someone called, my wife would tell them it was sold. She said I would regret it."

James decided to attack the project full-scale in 2000. He finished in early 2003. "Even though it was February

in Wisconsin and the car still did not have a top, I had to take it for its first ride in over twenty years," James says. With the exception of the engine, all the work (including paint) was done in James' garage. "I would like to thank the Moss employees and especially my wife, Judy, for the foresight and support to finish the car," James says. "Now Judy and I are driving and really enjoying our MGA."



Mac's MG

Ken Frick, a commercial photographer in Columbus, Ohio, is restoring his friend's former '53 TD. He says, "Mac Shaffer was my mentor when I was a photography student in college. We were dear friends until his passing a number of years ago. His once-proud TD had collected dust and other ailments from sitting in his garage for nearly twenty years."

The Fricks came to the car's rescue. Ken's wife, Cindy, grew up in a Brit-car family, but neither of them had experienced a frame-off resto. They're slowly making progress on the TD while concurrently rehabbing their 100-year-old house. "Our deadline for finishing is our son Kevin's high-school prom," Ken says. "He's a freshman and we're starting to feel the heat. It will take a few years, and Kev's already telling us that this car needs to be on the road again soon. I think Mac would agree."



Hogan's Hero

Steve Hogan bought his Sprite Mk II in 2000 from a man who'd owned it for 26 years but whose wife nagged him into selling it. Steve states, "It was completely worn out, but completely intact too. It was my first and only mechanical project of this scope, and I used Moss parts throughout. Now my reward is a wonderful-driving little car. I think that Sprites and Midgets get a more positive reaction from strangers because they are more modest and less intimidating than the swankier models. People figure that the driver of such an amusing little car must be approachable. Fixing it up was a lot of work, but I couldn't part with my Sprite now anymore than I would my dog. (My dog likes the rear shelf behind the seats.)"

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; no GIFs or inkjet/laser prints, please) 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.

First-Time Winner

Rick Bucchino bought a decent '72 MGB in 1998 with the goal of making it a good-looking driver. Five years and many hours later, Rick won a first-place trophy at the car's inaugural show. The process involved a lot of weekend work and included moving the car twice as Rick relocated around Florida, finally settling in Bradenton. Along the way, the original Blaze paint was covered by BRG, and the Navy interior was replaced with a Moss Tan interior kit. The fruit of Rick's labors was a first-place trophy at the 2003 All British Field Meet in Safety Harbor, Florida. He says, "All of this wouldn't have been possible without the great parts and advice from Moss Motors."



British Boomerang

"This 1980 MGB LE is my return to Brit sportscars after owning a TR4 in the early 1970s," writes Steve Bloom of Olympia, Washington. Over the past three years, Steve has replaced his MG's exhaust manifold and added several other Moss mechanical spares. "The LE has been a fun and faithful road warrior," he says, and Steve's had so much fun working on it that his British fleet now also includes a '73 MGB-GT and a '75 TR6. This photo was taken at the Naval Undersea Warfare Museum in Keyport, Washington.



"Little Blue"

Ed Fairbanks is the program director of easy-listening radio station Lite 96.1 in Jacksonville, Florida. When he isn't going over playlists, Ed likes to listen to the mellow exhaust sound of his '74 MGB. "The car has 120,000 miles on her but runs as if it were only 20,000," Ed writes. Mechanically sound when Ed bought the car, he's since purchased a plethora of replacement parts from Moss: a tan top, cockpit carpeting, steering wheel, sun visors, seat belts, Rostyle wheels, and much more.



The to-do list includes new trunk carpet and stainless sill plates. Once Ed has the car repainted, he'll attend to new bumpers and other exterior updates. Interestingly, Ed doesn't take his work on the road. As he explains, "The car's radio is not functional, and I don't plan on installing a new one—I don't want anything to distract from the sheer exhilaration of driving this magnificent example of British motoring history!"


Happy TR6 Camper

Steve Benelisha of Oxnard, California, bought his '74 TR6 "as a beater—it had severe frame damage in the front," he recounts. Seven years later, the car is almost there. "I replaced what seemed like everything," Steve writes. "It now has Overdrive, the engine is balanced, and it has Konis and updated springs with urethane bushings in the back."



Shunning a "correct" restoration, Steve referred to Bill Piggot's *Triumph TR* book and decided that he liked the earlier look (no chrome beading, monochromatic windshield frame). He says, "I suppose I won't win any shows now, although I didn't stray outside of TR changes." Steve says he meets "all kinds of nice people" every time he takes out the car. He's also involved his kids in the triumphant revival, instilling in them an appreciation of classic sportscars. As a reward, he's taking his son tent-camping—using the TR.

More Mac 'N Ts

Ralph Howe buys and sells cars in Lake Havasu. No wonder: These photos, both shot with his friend "Mac" Brown, depict Ralph's first MG in 1956 and his most recent (the twenty-ninth MG Ralph has owned), purchased in 2003. He woke up his current T with a Corvette V-8; Moss bumpers and accessories helped complete the restoration. "It seems like yesterday that I was buying parts at the Moss Motors store on Olympic Boulevard in Los Angeles..." Ralph writes. 



Austin-Healey Sprite/MG Midget

By Rick Feibusch

These cheap and cheerful little roadsters were the mainstays of entry-level sportscar ownership for decades as well as fierce little battlers on the racetrack. They still can be seen as viable contenders in contemporary SCCA sportscar racing as well as very capable and competitive vintage racecars.

This guide will concentrate on the later Sprites and their MG badge-engineered brother, the MG Midget. The original “Bugeye” Sprite models have become timeless, priceless icons of their era in England and can command well over \$25,000 for a really nice one with an interesting story on a good day at the auction. The very similar later-model cars are probably the best value in all of car collecting because they possess all of the same engineering found in the icon at a third the price.

The Basic “Bugeye” Sprite

These little roadsters were developed in the 1950s as the once-basic and reasonably priced MGs, Porsches, and Triumphs had become bigger, more powerful, better appointed, and considerably more expensive.

Seeing a hole in the market, BMC management had Donald Healey apply the same magic that he used to create the impressive “Big Healeys” and brew up an inexpensive and basic, sporting roadster out of their economy-car parts bins. Using a twin-SU version of the 948cc A-series engine (as found under the bonnets of Austin A35s and Morris Minors); Minor rack & pinion steering; and Austin front suspension, rearend, and 13” wheels, the Bugeye was born!

The body was simple and pleasing in proportion. The bonnet presented a cheerful little smiling face that everyone loved. While no powerhouse,



it did provide all of the exhilaration of driving a proper English sportscar for the price of a Volkswagen. It was all about the image one wanted to project: devil-may-care, landed gentry or coffee-house campaigner—“Could you be a good man and hand me my ascot?”

The MkII And Beyond

After the Bugeye, the Sprites and their new badge-engineered brother, the MG Midget (1961), started adding upgrades, power, and better brakes. Each year, the senior MG, Healey, and Triumph models were fitted with upgraded features such as roll-up windows and collapsible tops (rather than snap-on and removable). As the years went on, the Spridgets would get the same.

The Sprite name was lost in about 1970 when importers became sure that there would be no Austin-Healey 3000 replacement. The Austin-Healey name was dropped and all of the entry-level sportsters became MG Midgets.

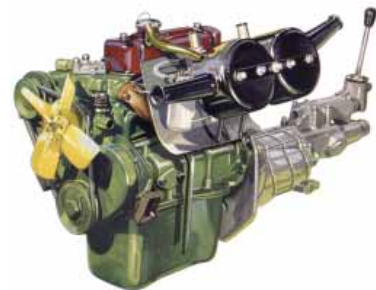
In mid-1974, the design had to be completely reworked to comply with U.S. smog and safety laws. Fitted with a highly smugged 1500cc Triumph powertrain, a catalytic converter, and big rubber bumpers, this government-spec-inspired compromise would remain one of the only convertibles available in the U.S. market until the early 1980s. These cars are now referred to as “Spitfidgets.”

Internet Response

I went to the Autox.team.net lists

to find out what owners had to say about these cars. While the cars are a bit different from year to year, the value seems to be based on condition, upgrades, and the quality of modifications and the fit and finish. There are people who prefer the “old school” sidecurtains and “erector set” tops and others who swear by the 1967 model because it has all of the good stuff like a 1275cc engine and disc brakes, yet no smog or safety add-ons.

David Lieb wrote that he was only interested in the 1972-74 models with the rounded rear-wheel arches: “I happen to like them, and this restricts the amount of temptation to pick up more that won’t fit in the garage. I would not turn down a Bugeye, but I try to avoid being tempted.” These were a two-year car because the larger round opening had to be replaced with the original-style smaller “square” arches for more strength when the “crash bumpers” were fitted in 1974.



The four-speed close-ratio gearbox has baulk-ring synchromesh engagement on second, third and top speeds. A scintillating “third gear” makes full use of the Sprite’s acceleration and adds generally to its “grown up” performance.

Why Buy A Spridget?

People bought these cars for various reasons. Some said that their cars followed them home like a stray dog. Mike Deikis from Chelsea, Michigan, said, "It collected me!" Bill Gilroy from Monroe Township, New Jersey, commented, "Someone gave me a free car. One of the most expensive things you can ever get is a 'free' car."

Others got in because of the low price. Perry French states, "They are cheap and I can fit three in one side of the garage! Mike C. from Michigan said, "I wanted a little British car and ended up with the first one that I liked and could afford, a '70 Midget."

Economic issues aside, nostalgia or extenuating circumstances are just two reasons to acquire a Spridget. "I bought my first one in 1963," says Mark Endicot from Nashville, Tennessee, "and promptly ran it under the rear end of an Oldsmobile. Even though I only had it for a short time, I never forgot how much fun it was to drive and toss around on Indiana backroads."

Brad Fornal had commercial intent: "I bought my first Midget to make some money off of it, but once I got it running, it was too damn fun to drive. I still have it! I also have three Sprites!" And Rick Lindsay needed real transportation: "I realized that I couldn't, in any reasonable time unit, complete my 1970 Lotus Europa project car. So I traded it for a running, driving, and cosmetically restored '76 Midget."

Biff Jones just lucked out: "I was looking for a Bugeye but found an original MkII with only 1,412 miles on it. Couldn't pass it up! Besides, it's the same as a Bugeye with new bodywork." David Riker better understood what he was looking for: "I wanted a sports car that was affordable, nimble, and that I could repair myself."

Right he was! These cars are simply built and easy to repair. Most parts are interchangeable from year to year, so many of the running upgrades like the 1275cc engines and disc brakes just bolt into place. A number of bolt-in upgrades like disc brakes and Datsun 5-speed overdrive

gearboxes have been developed and are reasonably available for these cars.

Some consider these as little toys, something less than "real" cars. Kim Tonry of Downers Grove, Illinois, disagrees: "I bought my '79 Midget in 1981, two years out of college, and didn't have enough work or credit history to buy an MGB LE in late-1980. Eight months later, this Midget showed up on the dealer's used lot and I bought it. I've driven it all over. I'm in Chicago and have driven it to the East Coast (NYC and Boston in '82), the West Coast (San Francisco and L.A. in '83), the Gulf Coast, the North, and many other places as well. It now has 112,000 miles on it. I've rebuilt the engine, trans, and front suspension. It is a ball to drive. I have had several MGBs and an MGA as well. The Midget is a very different driving experience. Very responsive. Feels faster than it is. Way high on the driving enjoyment quotient."

And as for the small size, Rick Lindsay says, "Like Doctor Who's TARDIS, the Midget is larger on the inside than on the out! The only different 'feel' when seated in the car comes from the upright seating position with the steering wheel in one's lap. And that is the ideal position for a rally car as it positions the driver's arms in their strongest orientation." Kate from Elko, Nevada, ponders,

"This has both good and bad aspects. The good is that I never am asked to carry a large group of people or cargo. The bad is people in anything larger that are unable to see it."

Bad Points To Consider

These cars are very small—not quite the thing for aging baby-boomers. Try one out for size before falling in love. John Deikis states, "It is so small that if you and your passenger both have take-out coffee, only one person can drink at a time." Mike C. from Michigan reminds us, "It's very small, but I was surprised that it actually has more cabin room and trunk space than a '95 convertible Corvette. Less leg room, though."

Most readers responding talked of rust. These cars are of unit construction, so look for serious rust and poorly repaired body damage. Frank Clarici from Toms River, New Jersey, has a rust-belt tolerance for some of these repairs: "Most rust is fixable unless the metal is gone. Floors are a common rust area but easy to fix, as are the sills and lower fenders and quarters." David Lieb warns, "Always check the frame rails where they go past the engine. Spridgets pioneered the 'crumple zone,' although they might not have meant to; any front end accident will generally kill these rails, and they do not unbolt."

ESTIMATED PRICES

Model	Project	Running	Good	Excellent	Concours
1958-61 Bugeye	\$5,000	\$8,000	\$12,500	\$15,000	\$20,000
1962-74 Spridgets	\$2,500	\$3,000	\$4,000	\$6,500	\$10,000
1975-78 "Spitfidgets"	\$1,500	\$2,000	\$3,000	\$4,000	\$5,000



Not the ideal carpool vehicle, the Sprite has a cockpit that's very at home on the track.

Kim Tonry cautions, “The 1500 Midget has a tendency to run hot. It can get uncomfortable in the car on highway runs in hot weather, with the heater and heater vents employed to cool the engine into the acceptable range all the while wilting the driver. Even rougher on the passenger who has the exhaust under their floor.”

Comments On Values

There are three distinct categories of Sprites and Midgets. The Bugeyes are, by far, worth the most—about twice the value of the later-series cars. A real nice Bugeye can be picked up for about \$12,000, but we have seen superb cars with asking prices in the \$25,000-\$30,000 range. A car like this would be a totally stock, frame-up, professionally restoration, done on a perfect, rust-free car.


The post-Bugeye, BMC badge-engineered cars are mostly all worth

about the same. Their value is more dependent on condition, restoration quality, and extras than the year of manufacture. There doesn't really seem to be much of a premium for originality on these cars if the work is done well. In fact, a mechanically updated, chrome-bumpered Spridget will often be worth more than a proper original.

Tips From Present Owners

Mark Endicott states, “Buy the best car you can afford. You see a lot of them for sale that say, ‘\$20K spent on restoration, sacrifice for only \$6,500.’ Believe it! We'd all love a Bugeye, but remember that ugly is only skin-deep. I like the 1967-74 with the bigger engine, roll-up windows, and a top that keeps at least some of the rain off you.”

Perry French says to try to find one with later-model (1275) running

gear. Gerard Chateauvieux from San Francisco advises, “If you're smart, buy one that someone has already done all the hard work and spent all the money fixing. It's much cheaper (though possibly less fun for the do-it-yourselfer) to buy one someone else has emptied their wallet on. One that your wife will like, so you don't end up sleeping in it.” 

For more information, readers are encouraged to sign up for the [Autox.team.net](http://www.team.net) British car newsgroups or digest (a few days of messages combined into one email) at <http://www.team.net/mailman/listinfo>. They have lists for MG, MG-T series, Spridget, Big Healeys, Triumph, Spitfire, Mini, Morris, TVR, Marcos, and many more. A must for the truly possessed.

—Rick Feibusch



2005 Event Calendar

MARCH

19: British Car Day Show, The British Motoring Club of New Orleans, New Orleans, LA, Bill Breithoff, (504) 488-8560, www.bmcno.org

19-20: Missouri Endurance Rally, The MG Club of St. Louis, St. Louis, MO, Robert Rushing, mgslime@swbell.net

APRIL

8-10: GoF South, Suncoast Classic MG Club, Sebring, FL, Susan or Warren Maxon, (727) 736-1990, suzy-armana@msn.com, www.ranjos.com/Britcars/Britclub.htm

20-24: NAMGAR Regional, North American MGA Register, Key West, FL, (972) 422-9593

22-24: The Gathering, Triumph Club of the Carolinas, Dobson, NC, Steve Ward, (704) 358-6252, tr6driver@yahoo.com, www.Triumphclub.org

29-5/1: Walter Mitty Vintage Races, MG TGRM/Classic Motorsports/Moss Motors/HSR, Road Atlanta, GA, www.classicmotorsports.com

MAY

7: Britfest, MG Car Club Central Jersey Center, Succasunna, NJ, Charles Tregidgo, (201) 612-6595, ctrgidgo@att.net

14-15: Moss Motors/VARA Buttonwillow British Extravaganza, Buttonwillow, CA, Kelvin Dodd, (800) 882-1349, doddk@mossmotors.com

JUNE

10-12: Gold Cup Historic Races/Healey Challenge, Virginia International Raceway, (888) RACE-099, (434) 822-7700, www.virclub.com

17-18: Brits on the Brix, Toronto MG Car Club, Toronto, Canada, <http://mgtoronto.com>

19: British Car Field Day, Sussex, WI, John Stockinger, (262) 521-1072, johnstockinger@earthlink.net

26: The Original British Car Day, Chesapeake Chapter of the New England MG "T" Register, Buckeystown, MD, John M. Tokar, (301) 831-5300, tokarj@erols.com

26-7/1: Austin-Healey Conclave, Winston, NC, Bary Brieton, (336) 249-8869

JULY

6-9: GoF Central, Bloomingdale, IL, (708) 442-7380

7-10: MG2005, North American MGB Register, Olympia, WA, <http://MG2005.com>

11-15: GoF West, Central Coast MG Clubs, Buellton, CA, Larry Long, (805) 937-3784

12-16: North American MGA Register, Mackinaw City, MI, Curt Smith, (734) 697-4363, Smith32670@aol.com, www.gt30blackmga.com

26-30: Vintage Triumph Register National Convention, Illinois Sports Owners Association, Rockford, IL, Tim Buja, (815) 332-3119, buja@insightbb.com, www.vtr2005.org

31: British Car Show, Positive Earth Drivers Club, Lakewood, NJ, Paul Johnson, (732) 681-1686, j5pmkaa@aol.com, www.pedc.org

AUGUST

18-19: Grand Lake Tour, The MG Club of St. Louis, Grand Rapids, MI, Robert Rushing, mgslime@swbell.net

SEPTEMBER


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

12-14: Northwest All Triumph Drive-In, Olympia, WA, John Nicon, (206) 325-8554, jsjgnicon@juno.com

17-18: Colorado Conclave, Denver, CO, Alan Magnuson, Alan Magnuson@qwest.com

28: Taste of Britain, The Lancaster County MG Club, Lancaster, PA, Sally Harbold, (717) 292-0579

OCTOBER

9: Hunt Country Classic, Middleburg, VA, Tom Herrick, (703) 933-0811, www.mgcarclubdc.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

CarMart

AUSTIN-HEALEY



'61 3000 MKI: Hardtop, new front seats piped red, 68K miles, recent top motor rebuild, new softtop, tonneau, side curtains, exhaust, bumpers, Heritage certificate, exc. cond. \$28,500, Steve Meszkat, (203) 972-6778, CT.

JAG



'66 E-Type Fixed-Head: Fresh paint, new brown Connolly hide & wool headliner, all chrome new, phone for details and pictures. \$29,500, (805) 969-0838, CA.



'93 XJS-6: Rare 5-speed trans, exterior and interior in excellent cond., top and tires in good cond., everything works, car runs and drives superbly, 95K miles. Asking \$15,900 OBO, (616) 891-7581 evenings, MI.

MG



'52 MGTD: 5,000 miles on ground-up restoration, rebuilt original engine, new top & side curtains, leather interior new brakes & tires, first place ABFM and club trophies. \$19,000, (253) 857-4894, WA.



'52 MGTD: Excellent original cond., always garaged, new Moss interior. \$12,900, fossfamily@sbcglobal.net, (818) 422-8032, CA.



'59 MGA 1500 Coupe: 1,500 miles since F/O restoration, black, Connolly red interior including rare Competition Deluxe seats, 60-spoke chrome wheels (5) and more, exc. driver. \$13,900, (864) 286-9219, rdecapite@aol.com, SC.



'60 MGA Coupe: 1800 MGB engine, hi-po exhaust, 1.75" carbs, new fuel pump & batteries, aluminum valve cover, oil cooler, braided oil & brake lines, chrome luggage rack, 14" leather Moto steering wheel, original Shelby mag wheels, air shocks, coilovers, spin-on oil filter. \$10,000, ronisfouryou@yahoo.com, (310) 450-0313, CA.



'62 Midget: Modified, vehicle # GAN2L/25560, engine # 12CC-DA-H 9400, fresh engine overhaul, runs good, minimal rust, 5 wire wheels, some spare parts, needs TLC. \$2,000 OBO, (530) 878-1306 or (775) 750-0195, NV.

MG (con't)



'67 MGB-GT: With overdrive, one owner, 87,806 miles. \$7,500, (206) 282-3637, WA.



'69 MGB-GT: 4-speed trans, new interior, both floor pans replaced, rebuilt heads and carbs, recent tune-up, tires new, brakes are good, body painted several years ago, car starts and runs very good, 86K miles. Asking \$5,900 OBO, (616) 891-7581 evenings, MI.



'73 MGB-GT: Very clean car with overdrive, chrome wire wheels, sunroof, all new interior, excellent running condition. \$10,000US, sannu@shaw.ca, (250) 733-2508, B.C., Canada.



'74 Midget: Round wheel arch, engine overhauled, straight body, good top, a good running car, road-worthy, dependable. \$4,000 OBO, (661) 747-8235, CA.



'74.5 MGB: Clutch, starter, fuel tank/pump renewed, carbs overhauled, new battery, all 3 covers good, good tires, runs excellent, no rust, any test. \$4,200, (360) 681-7902, WA.



'74 MGB-GT: Original owner, always garaged, new chrome spokes, new Pirellis, electric overdrive, fully restored in 1998, including new paint and new interior, concours condition. \$10,000, (843) 399-1631, SC.



'78 MGB: Good condition, 60K miles, runs good, garage-kept, white, black interior, black stripes. \$3,995, (717) 786-8833, PA.



'79 MGB: Arizona car, recent restoration, 8,000 miles on rebuilt engine, new paint, new windshield, new interior, tires, etc. \$7,800, (541) 265-5200, Newport, OR.



'79 MGB: Carmine Red, 45,000 miles, top condition, no rust, summer car, many new parts including top, tires, sound system, and trim rings. \$7,000 OBO, nawida@aol.com, (845) 462-0680, NY.

TRIUMPH



'56 TR3: Small-Mouth: Frame-off restoration, white/red int, TR4 transmission, 2 tops, tonneau & wires. \$14,500, (615) 758-8984, rbeason@comcast.net, TN.



'60 TR3: 3K miles since frame-up restoration, new wires and tires. \$8995, (352) 527-0801, FL.



'62 TR3B: TCF800L, rebuilt syncro trans, older rebuilt motor, runs great, excellent top, black leather interior, wire wheels, good price for a good car! \$9,500, tom62@sbcglobal.net, (661) 296-6390, CA.



'62 TR4: Total mechanical rebuild front to rear, spares, completely rust-free NM car, vintage race/rally or road, older paint, minor dings. \$10,500, robnoyes@cybermesa.com, (505) 821-4369, NM.



'63 Vitesse Sports 6: European Touring Model, very rare, only 900 made, 4-passenger, convertible, 80% restored. \$8,500 OBO, (559) 229-5214, CA.



'69 Triumph GT6+: Overdrive, new wire wheels, Cherry paint, new chrome, new interior, new windshield, new tires, new brakes, runs and drives great. \$7,000, (661) 747-8235, CA.



'79 Spitfire: 45K miles, zero rust, no oil leaks, top good, mechanically exc., have manuals & orig. stickers, garaged, 3-year restoration, second owner. \$4,000, (810) 655-4878, MI.

OTHER



'53 K3 Cad Allard: Many extras: remote brake booster, breakerless ign., Holley 4-bbl. carb, Hydramatic trans, five 16" new tires on knock-off wire wheels, runs and handles very well. No less than \$85,000, Jack, barnyardauto@att.net, Fresno, CA.



'74 Jensen Healey: 5-speed, very good condition, no dings, no rust. \$5,500, B.G. Stewart, (661) 325-7229, CA. 🇬🇧

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 or inkjet/laser prints, please). Cars only, no parts. For exporter and dealer advertising information, please call (805) 681-3400 x3061.



AMERICAN COLLECTORS INSURANCE

A LABOR OF LOVE!

"I have been a satisfied customer of American Collectors Insurance since 1982. At that time I restored my 1965 (registered 1967) Austin Healey 3000 to its present state. I am a member of the Austin Healey Sports and Touring Club as well as Austin Healey Club USA. The car has participated in several local collector car shows and recently won two trophies. I try to drive the car all year and enjoy the interest it generates. It's comforting to know that it is insured by American Collectors Insurance."

Kirt Bass



*There is no compromise when protecting a loved one, and only the best will do! American Collectors understands this unique relationship and can provide your vehicle the protection it deserves. For details including costs, limitations and conditions, visit our new website at **www.AmericanCollectors.com**.*

- **Agreed Value* Coverage paying the FULL INSURED VALUE in the event of total loss!**
- **\$0 Deductible* on already low collector rates!**
- **Inflation Guard* to protect your investment!**
- **Parts Coverage* (up to \$500) for that hard-to-find replacement!**

For a free insurance quote contact:



AMERICAN COLLECTORS INSURANCE

(800) 360-2277

Agent/broker representation welcome - visit our website or email: agents@americancollectors.com.

Classics ■ Street Rods ■ Muscle Cars ■ Antiques ■ Street Machines ■ Motorcycles

Underwritten by American Bankers Insurance Company of Florida and American Security Insurance Company.
* Not available in all states. Not available outside the United States.

BRMOT SUMM