



BRITISH MOTORING

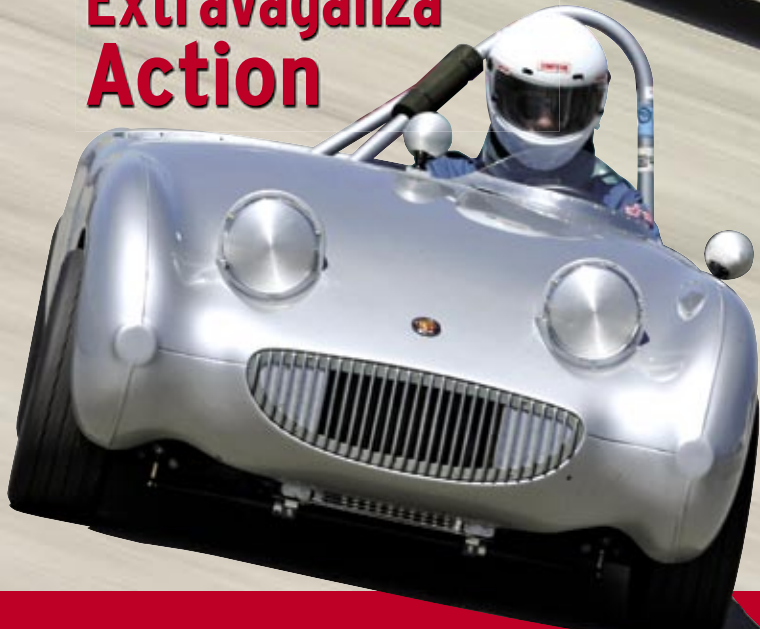
MOSS MOTORS LTD. | VOL 23 | NO 4 | FALL 2005

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Action**



- Tube Shocks For Spirited Driving
- Britfest Invasion
- Big Healey Values



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BRITISH MOTORING

MOSS MOTORS LTD.
VOL 23 | NO 4 | Fall 2005
www.britishmotoring.net

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ON THE COVER:

Moss Motors' Vice President Robert Goldman uses all of his supercharged Midget's 95 rear-wheel HP. (Photos by Jon Gonzalez.) In the lower right, a Bugeye dukes it out at the 10th Annual VARA/Moss British Extravaganza. Queen Elizabeth makes her second consecutive appearance courtesy of Matt Rust.

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Editorial Inside Moss Motors' R&D Department

Our commitment to manufacturing exciting new products

By Robert Goldman

You might think we would have run out of new product ideas by now. After all, it's been 25 years since the last classic British sportscars rolled off the line. The facts are that we're busier than ever imagining, designing, and fabricating our way through a steady stream of product introductions.

Although the R&D guys, lead by manager Mark Luis, have to share time with projects related to those pesky modern cars, they still have time to complete classic car products ranging from four-way flasher conversions to complete supercharger kits. Admittedly, some projects are higher-profile than others. When "intermittent wipers" were added to the new product wish list, some wags pointed out most British classics already have them.

For many years, the emphasis in R&D was on creating exact reproductions of original parts. However, many owners are now indicating that what they really want is to enjoy their cars out on the road. And in this context, wouldn't it be nice if the car could go, start, stop or (take your pick) better?

It's no coincidence we have recently added a number of "driving enhancement" products. Brake upgrades, alternator conversions, supercharger kits, and tube-shock conversions are just a few examples of what we are up to. And there is a long list of ideas waiting to be explored. Keeping your classic on the road means more today than just providing stock replacement parts.

While the product design toolkit still includes a hammer, bailing wire, and very large screwdriver, we're adding a lot of sophisticated modern equipment as well. Our CAD system for designing parts has recently been augmented with a new Haas CNC mill. The combination allows us to go from concept to prototype part in a lot less time. "Make

it like this" has been replaced by SolidWorks drawings and material specifications.

With supercharger and fuel-injection projects in house, the old SU tuning methods have themselves come in for a tune up. Rather than listen for a "splashy misfire," we sniff the exhaust with sophisticated gas analyzers.

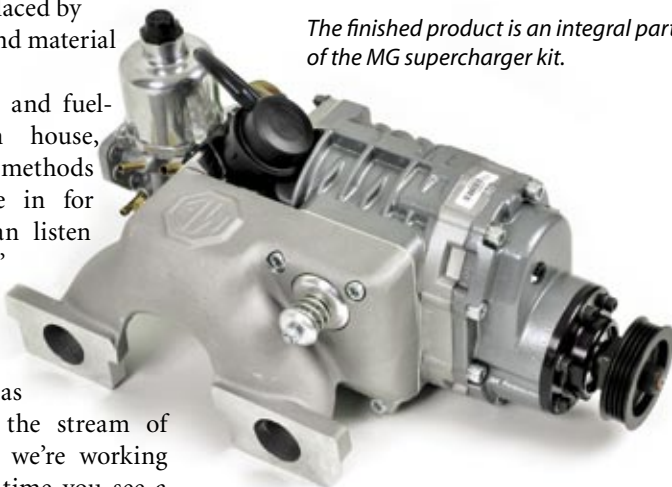
The flow of ideas remains greater than the stream of finished products, but we're working to catch up. The next time you see a great new driving enhancement from Moss, it comes thanks to a dedicated group of product development pros. Our cars may be old, but with the help of modern technology, we're dragging them kicking and screaming into the 21st century.



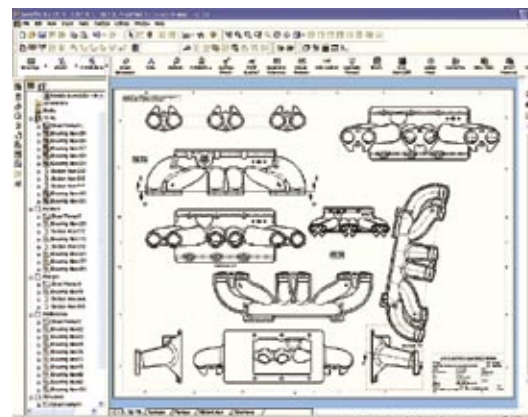
The computer-controlled Haas mill is an expensive machine, but it allows Moss Motors to produce new products with precision.



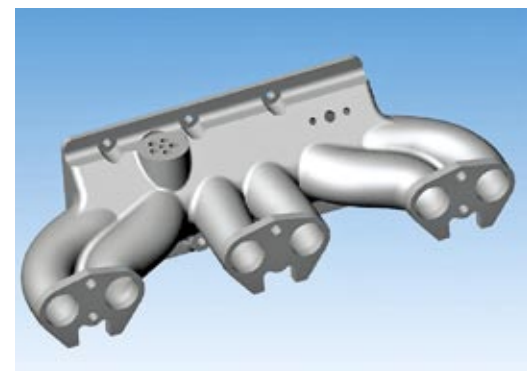
Here's the Haas in action on an MG supercharger manifold.




The finished product is an integral part of the MG supercharger kit.



SolidWorks CAD-CAM software is a vital engineering tool for Moss's upcoming TR6 supercharger project.



Here's a computer model of the intake runners for Moss's 1972-76 TR6 supercharger manifold. 

Reader Letters

Kiwi Healey



BT thunder from Down Under.

The article on Michael Grant's Healey (Spring 2005) brought back very pleasant memories of our visit to Moss Motors about three years ago. We met Michael there, and he took us for a spin in his Healey. We were in the middle of a total restoration of our 1960 BT7,

which I bought as "a pallet load of junk," according to my wife, Patsy. It had been smashed and subsequently dismantled. However, we persevered, and I spent two years rebuilding the car, which was completed in March 2003. Three weeks later, we drove it 1,600 miles to a national rally on the south island of New Zealand.

The car has been restored accurately but is not a concours car (I've installed 72-spoke chrome wheels, a sport steering wheel, and alloy rocker cover). At our most recent national rally we won Best of Show. We use the car quite often, and Patsy doesn't refer to it as junk anymore.

—Brian Strahan, Bay of Islands, New Zealand

Morgan A Go-Go

What's this about Morgan being a foreign-owned company (Summer 2005 "Those Were The Days?" item, page 10)?

—Charles Hill

Ken Smith's response to the flurry of hate mail from Morgan lovers was a decided, "Oops, I was thinking TVR and wrote Morgan." TVR was recently taken over by a Russian tycoon; we are not sure what took over Ken. The rest of the staff does not escape blame as two of the people responsible for proofing own Morgans and should have caught the error. To make amends here's an image of the Morgan owned by Robert Goldman, Vice President of Moss Motors.



Although Moss Motors doesn't actively sell parts for Morgans, our employees own several. Here's Robert Goldman's 1967 4/4, powered by a 1.5-liter English Ford.

Triumph Styling "Cue" & A

The "Who Styled the TR6" sidebar in the Spring 2005 issue is a bit in error. Karmann-Ghia is not the name of a company but rather two separate ones. VW had their body designed by Ghia, an Italian coachbuilder, and manufactured by Karmann, a German coachbuilder. Karmann did the TR6 body design and, to my knowledge, the Ghia firm had no involvement. Ghia was purchased by Ford in the early seventies and survives today as little more than a badge on upscale European Fords. Karmann is still an active supplier to the automotive industry, currently building convertibles for Mercedes and Audi, among other products.

—William Sivy

Rick Feibusch's source was from Mike Cook's excellent book Triumph Cars in America (Moss P/N 213-205). On page 119 Mike quotes Spencer King, the engineering director of Standard-Triumph, who states that the body was extensively restyled by Karman-Ghia. This statement is incorrect, and the rest of the text only refers to Karman. As noted by William Sivy, the body was designed by Karmann of Germany. It's amazing how easily mistakes can continue to propagate when familiar names become a part of history.

Rooting Out A Frankenstein



Dan Root is in the dental industry. Hopefully his house isn't adjacent to a canal.

I enjoyed seeing my car in primer in the Summer 2003 "Readers' Cars" section. Here's a finished picture of the car. To reiterate, it was built on a MG chassis and is painted in Indian motorcycle colors.

—Dan Root 

We welcome all letters. 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).

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Readers' Cars

England in New Mexico

Jim and Terry Higgins have quite the British fleet in Albuquerque. "We love British cars," they say. "As you can see from the photos, we have a lot of projects. We've been working on the '58 Morris for about six years and our '66 Sprite and '73 MGB for two years. We recently got the '52 TD and '79 MGB. We do all the work ourselves, and Moss Motors is a huge help—the Moss catalogs are our #1 book for parts and info." 🇬🇧



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.



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Kirt Bass



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20 Years Ago In Moss Motoring

Computerized inventory and ordering was a relatively new concept in 1985. Moss's new CNC manufacturing machines are roughly the same size as its original data-processing computer.



The Fall 1985 *Moss Motoring* mentioned the company's rapid growth after Al Moss sold out to Howard Goldman in 1977. At the time, Moss Motors stocked 20,000 different part numbers for more than 20 different British sportscars. Moss also chose to remanufacture more than 4,000 items that would otherwise have become obsolete. Both these numbers can be multiplied by a considerable amount in today's Moss operations.

Matt Meisner gave us a treatise on Weber carbs, while Chris Kepler's appointment as General Manager was welcomed by all who know him. His unique talent for memorizing part numbers and a wide experience in owning

various British cars made Chris the ideal man for this important position. Happily, Chris is still at Moss, serving as Vice President of Operations.

A customer in new New Zealand sent us a short story about his first love: a 1931 MG M-Type. Winning entries in the Moss Photo Contest were also featured.

Tech stuff included an article on oil leaks, and Robert Goldman exposed the myth of "Lucas Smoke" 20 years before it became fashionable now on the web!

"Classic-fied" adverts included an MG J2 for for nine grand and a '72 Triumph Stag for a similar price. A 1974 MGB roadster was on the block for \$1,950 while a 1959 MGA Twin Cam was offered at \$7,000.

Hemmings Launches New Sportscar Magazine

Hemmings, renowned for its "brown bible" of the classic and collector-car industry, recently unveiled a new monthly publication. *Hemmings Sports & Exotic Car* is devoted to sporting cars of all marques. The magazine covers vehicle history, technical information, restoration/maintenance, auction results, vintage racing, club events, and more. Charter subscriptions are \$18.00 for 12 issues. For more information, contact Hemmings Sports & Exotic Car, 800-227-4373 x550, www.hemmings.com, hmnsubs@hemmings.com



The newest glossy magazine for sportscar fans.

Canadians Conquer North America In British Tin



Frosty refueling in Banff.

Canadian MGs at the Grand Canyon.



Michel Desbiens, president of Club Automobile Le Rendez Vous des Anglaises inc. du Québec, and two friends successfully conquered the Lower 48 and much of Canada in a trio of MGs. For their "spring vacation" in 2003, Michel and friends (fellow NAMGBR members Denis Vincent and Guy Guèvremont) decided to loop around North America. Instead of going counter-clockwise in American motorsports style, the trio traveled right-to-left, trekking to Graceland via New York on their early legs. Route 66 hosted the Canadians for much of their westward migration, which included stops at the Grand Canyon and Hoover Dam. California offered scenic coastal drives and a visit to Moss Motors, while snow in Banff made from some exciting top-down Rockies touring. Scenic drives through Ottawa led the group back to Québec.

Overall, the MGBs traveled some 9,500 miles during their 35-day trip. As Michel writes, "This unforgettable experience is proof that, in spite of its age, the MGB remains a reliable, comfortable, and extraordinary car to drive!" See more about this trip on the web at www.britishcarlinks.com/michels_mgb_trip.htm.

MG Rover Seeing Red

Shortly before press time, Chinese carmaker Nanjing Automotive secured ownership of MG Rover after a three-way battle. The other bidders were a larger Chinese company (Shanghai Automotive) and the UK-based Kimber group.

China's oldest carmaker, Nanjing plans to relocate production to the Far East but announced that some assembly and R&D would remain in the UK. One best-case long-term estimate projected 2,000 UK jobs at the existing West Midlands facility and possibly at the former Rover site at Longbridge. MG will allegedly remain the main marque in Europe while other MG Rover brands, such as Austin, will be exported elsewhere.

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Club Pubs

We have several new publications to report on this time; thanks to everyone who sends their newsletters and magazines to our offices. We read each and every one, so keep 'em coming. Please send to Ken Smith, Moss Motors, 440 Rutherford St., Goleta, CA 93117.

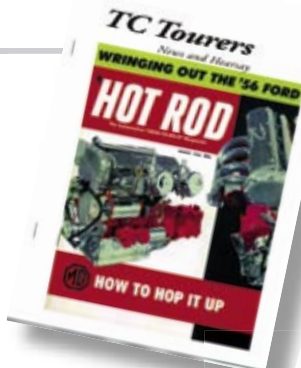
The Indiana MG Register

This is a joint collaboration between the Olde Octagons of Indiana, the Hoosier A's, and the Hoosier MGB Club. Inside this issue is a look at MGs at the Indy 500 and also a Scottish Highland Adventure, which some members undertook on a trip to the UK. Info: www.geocities.com/hoosiermgs, williamgallihugh@verizon.net



TC Tourers News & Hearsay

From way up in Washington State, the TC Tourers sent us their bright, little, full-color magazine. We mentioned the Runyan Twin-Cam XPAG in the last issue of British Motoring, and the cover of Hearsay features the March 1956 issue of Hot Rod describing the set up for this engine. Info: Jim Sullivan, (253) 852-5269




North American MMM Newsletter

Beautifully assembled by editor Larry Long, this publication caters for the real "oldies": the Midgets, Magnas and Magnettes built in prewar Abingdon. Lots of color in this excellent magazine and some interesting stuff from Lew Palmer on PAs and PBs, plus a neat feature on a supercharged MG J4. Info: www.nammmr.com



Runnin' Hot

This gem comes from the Valley British Auto Club in California's San Joaquin Valley. The issue shown here has a good feature on the Moss Buttonwillow British Extravaganza, plus lots of great color photos of members' British cars. Info: www.valleybritish.org 

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Bushings And Ride Height

Q I recently installed new front and rear suspension bushings in my car and now it doesn't sit level. How can the bushings change the ride height? —Jeremy Feldman



Moss's line of black polyurethane bushings look like the original rubber but they last longer and provide a slightly stiffer ride.

Prothane performance poly bushings match the component's material density to its function. Special Teflon grease (included) for some applications helps make these bushings long-lasting and quiet.



A The answer requires a brief description of the three major types of bushings used in British car suspensions:

1. Unsupported rubber—the rubber bonds to both mounting surfaces. Example: rear leaf-spring shackle-pin bushings.

2. Rubber supported by steel—the rubber is bonded to steel, which is then clamped solidly. Example: MGB/Midget/A-H upper shock bushings or TR250/6 rear trailing-arm bushes.

3. Plastic/polyurethane: The bushing is rigid and rotates on a polished shaft or spacer. The first two types rely on rotational twist in the rubber between the two fixed mounting surfaces and must be installed and torqued when the suspension is at rest. A common mistake is to tighten these bushes with the vehicle on jackstands (the suspension unsupported). This pre-loads the bushing when the car is lowered, resulting in incorrect ride height until the rubber is finally overloaded and the rubber bond shears. Once sheared, the rubber may not re-bond, causing squeaks and, finally, failure as the rubber is squeezed out of the pivot point. The third type of bush will rotate, but again it's designed for a limited amount of slippage. These bushings should also be installed and tightened when the vehicle suspension is at rest—in some positions they may bind, causing excessive deflection of other bushings in the suspension.

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.


Quit Screwing Around

Q What is a PoziDrive® screw? Or why do I have a tough time removing British screws? —Glenn Chestermore



A If you look closely at the socket of the screws on your car, you'll notice an extra set of markings between the arms of the main cross. This indicates that the screw is a PoziDrive® design (above left), and a regular Phillips screwdriver will tend to climb out of the socket because the taper is different.

By this point, you're probably laughing and pointing out that regular Phillips screwdrivers have worked perfectly well for years. But think about how many screws end up getting rounded out, particularly those machine screws under the bonnet that had to be taken out with vice grips. A perfect example of problem screws: The ones that secure the points plate in Lucas distributors. The correct PoziDrive® bit is able to transfer far more torque without riding out of the socket, thus reducing the chances of destroying screw heads.

PoziDrive® screwdrivers and bits may be ordered from most industrial supply companies. 

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Embroidered Hats

These high-quality hats feature an embroidered car and a "half-Jacked" British flag. Road-testing revealed that the hat's deep design allows it to stay on at high speed.

219-921	TR3	\$15.50
219-922	TR4	\$15.50
219-923	TR6	\$15.50
219-924	TR7	\$15.50
219-925	Spitfire	\$15.50
219-926	MGT	\$15.50
219-927	MGA	\$15.50
219-928	MGB	\$15.50
219-929	Sprite/Midget	\$15.50
219-930	Austin-Healey	\$15.50
219-931	Sprite	\$15.50
219-932	Jag XK	\$15.50



SU Fuel Bowl Spacer Set

One of the top-secret factory fixes to keep the MGA Twin Cam alive on the track were fuel bowl spacers like these. By effectively increasing the size of the fuel bowl, mixture leanness under load is reduced. Proven in racing, these spacers are also effective on high-performance street engines. Fits SU 1-1/4" HS2 and 1-1/2" HS4 carburetors.

370-485 SU Fuel Bowl Spacer Set \$39.95



Speedi Sleeves

As our cars get older, the area of the crank and front pulley that the seals ride on becomes worn. Replaceable seal surfaces renew this surface and cut down on oil leaks and seal damage.

520-505	TR2-4A Timing Cover Seal Sleeve	\$36.95
520-515	MGA, MGB, Late 948-1275cc Timing Cover Seal Sleeve	\$34.45
520-525	MGB/MGC Rear Crank Seal Sleeve	\$39.95
520-530	TR250-6 Rear Crank Seal Sleeve	\$45.50



Super Duty Tappet Set: A- And B-Series Engines

Moss Motors' goal is to supply good quality parts at reasonable prices. For some applications, "good" just isn't good enough, so we offer premium products—the best we can find, design, or manufacture. These tappets fall into the superior category: They have a typical surface hardness of above Rc 60 and feature an oil lubrication hole and precision-ground face. The set fits all Austin-Healey Sprite and MG Midget 948-1275cc engines and MGB 18V engines; they can be retrofitted to earlier MGA and MGB engines by using the later 18V pushrods.

460-601 Tappet Set, Super Duty, APT \$119.95



TR4 Dash Bracket

This part has been unavailable for a long time. Thanks to the diligence of a Triumph enthusiast, we are able to offer this bracket again. It comes unpainted and is not punched for a radio, allowing you the option of final design and finish. Superior quality, the bracket is cut and bent on CNC machining.

633-280 Late TR4 Dash Bracket \$35.00



TR7/8 Front Apron Panel

This often-damaged panel has just been reintroduced by British Motor Heritage. We are seeing more TR7 and TR8 restorations and anticipate that this panel is the first of many to be reintroduced.

071-811 Front Panel \$429.95

Metal Plaques

We saw these items and had to have 'em, so we reckoned that our customers will like them too. These plaques measure 10"x14" and have stupendously gorgeous graphics. They'll surely brighten up any proper den or garage.

214-500	MG T	\$16.95
214-505	MGA	\$16.95
214-510	MGB	\$16.95
214-515	Midget	\$16.95
214-520	Austin-Healey	\$16.95
214-525	TR4	\$16.95



Coffee Mugs

Featuring comparable artistic excellence to our new Metal Plaques, these mugs are for true enthusiasts only—wimps need not consider even looking at them, much less hoisting one. These full-size ceramic beauts hold 15 ounces of coffee (or mega-numerous spots o' tea) for serious office or workshop duty.

230-405	MG T	\$16.95
230-410	MGA	\$16.95
230-415	MGB	\$16.95
230-420	Midget	\$16.95
230-425	TR4	\$16.95 



Mighty Midget

One Big Bad
Blown Midget

By Robert Goldman
Photos by Jon Gonzalez



If drivers match their cars, as owners match their dogs, then a glance at my MG Midget clearly suggests that I wish to be an irresponsible teenager. Caring not a whit for safety, I am an immortal, screaming down the road with blaring exhaust, and my hair on fire. Please disregard the overweight, middle-aged man standing behind

the curtain.

Screaming down the road requires the ability to scream. My parts-bin Midget, with an asthmatic old 1275, is more inclined to wheeze. What's more, the auto industry's ongoing horsepower wars have changed our perceptions of what constitutes power. After driving a modern four-

door sedan with 300 horsepower and monster brakes, traditional notions of A-series tuning just won't cut it. We need more power.

With the flaming Midget anything but original, it is an obvious choice for project-car status. All it needs is a fresh engine and we can begin to experiment with some exotic modifications. We each have our limits. I draw mine at engine swaps. The car can have a five-speed and Corvette brakes, just don't go looking to drop a Miata motor in there. All it needs is a fresh engine...

Sometimes life intrudes, so we jump ahead five or six years in the narrative. Way back when, I had given a 1275 lump to Tom Colby at Speedwell Engineering. The intent was to build a solid street motor, not a race motor. When the project started, I was enamored with the idea of fuel-injection. I still am, but there was also a double-secret desire for boost.

It came as a surprise this spring, when Tom called out of the blue to tell me he's worked his way to the bottom of the priority list and—finding my name there—is ready to start the engine build. In the intervening years,



I've owned and enjoyed a fuel-injected classic Mini, so been-there-done-that. The Moss R&D department, fresh off the successful introduction of an MGB supercharger kit, is now casting about for another blower project. "Gosh, if we were to build a Spridget blower, we would need a development car," says I.

Moss Motors was and is a supercharger company. Over the years, we've made a small fortune in blowers (having started with a large one). Back in the 1950s, company founder Al Moss imported British-made Shorrock superchargers for MG T-Series cars. Somewhere around 1955 my father bought one for his TC. He still has the car and I still savor the time I spent as a teenager driving that machine. Compared to my first car—a two-cylinder, 600cc motorcycle-engined Honda—the TC was a real powerhouse.

Fast-forward another six months, and Spridget supercharger kits are on the shelf. The flaming silver Midget now spouts real flames. Dyno charts are fine for advertising, but they don't convey the true driving experience. A supercharged Midget is more than just able to keep up with traffic: It's the automotive equivalent of a no-see-'em buzzing around your ear. (Have to watch that—SUV tires are taller than the car.) It rocks, it bellows, it breaks parts, or it probably would if the inside rear tire would stay stuck under acceleration.

We could spend hours discussing the merits of various engine modifications. What I wanted was to see the effect of off-the-shelf parts on the blower installation. We advertise heads and cams and exhaust systems, etc. But will they make a difference? With the silver Midget, we were going to find out. The Speedwell engine is modified, but not to any crazy extent. The block is punched out to 1330cc. Although not strictly necessary, for the sake of surviving experimentation, we went with forged pistons. The head is an off-the-shelf alloy unit, and the cam is a Cooper S profile.

One of the great innovations for classic British sportscars is the aluminum cylinder head. Although largely identical in design to the



For the record, these flames pre-date the PT Cruiser fad.





Panasport wheels really highlight the car's gunmetal silver color.



MG LIVES plates were obtained the first time MG shut down in 1980.

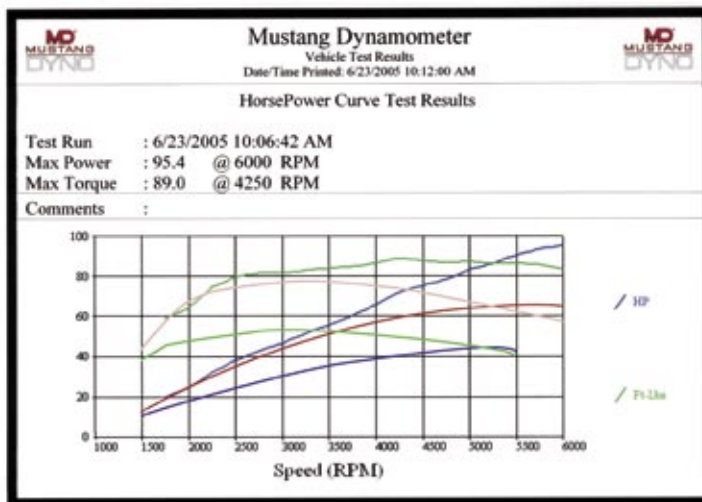
original iron part, aluminum runs much cooler than iron. This allows more aggressive ignition timing, or better resistance to detonation. An added bonus is weight reduction. While we're on the aluminum kick, I also decided to install an aluminum flywheel.

The car had an old 3-into-1 header, which stayed in place for the time being. Once installed in the car, the engine received a Moss off-the-shelf Spridget blower kit. Initial tests showed that the extra displacement was robbing boost, so before heading down to the dyno, the R&D guys installed a smaller blower drive pulley. Results are shown in the accompanying graph. The car felt fast, but it was a real surprise when we learned that the jump from stock supercharged engine to modified supercharged engine was greater than from normally aspirated to supercharged.

Not long after posting results from the dyno session on the web, I got an e-mail from Sean Brown. Sean's company, Flowspeed (www.flowspeed.com), specializes in MGB cylinder head modifications. There has been some online discussion on cylinder head and porting choices. Sean was interested in demonstrating the value of properly executed cylinder head work.

Now, the original intent of the project was to demonstrate what one can achieve with relatively mundane parts, but you know how psychology works on a simple mind. If more is always better, and 100 rear-wheel horsepower is so tantalizingly close, why not have a go? Sean's approach to modification is based on careful analysis of how air and fuel interact, and how they flow through the ports. Rather than just make everything as big as possible, Flowspeed concentrates on optimizing. It's a subtle—but important—difference.

In any engine, power is limited by airflow. Based on experience with the MGB, we know that the cylinder head is a limiting factor. In cleaning up the combustion chambers, we gained some volume and lost a little compression. Unfortunately, there



The bright blue and green lines are a stock 1275. The red lines are the same car with the Moss Spridget supercharger. The pale blue and green lines are the Moss kit on the flaming Midget's modified motor.

wasn't enough meat left on the blower drive pulley to make another cut. With the print deadline looming, we ran out of time to make a new pulley and retune the motor. However, more air means more power. Flowspeed's results show an average increase of 7 cfm, so that magic 100 horsepower is within sight.

The car I should have owned when I was eighteen is now the car I wouldn't allow an eighteen-year-old to drive. When John Sprinzel, of Sebring Sprite fame, drove the car, he said, "A nicer, tauter, easier-to-drive, and more powerful Sprite would be hard to find." Kind words indeed. We can make a Spridget breathe fire, and be fast enough to out-run modern traffic. Now if we could just get it to stop...



Full-sized engineer checks the timing on a downsized sportscar.

Spridget Supercharging



Main components are an Eaton M45 (45 cubic-inch displacement) supercharger and a Moss-designed manifold. The system was designed to look like a factory option instead of an aftermarket upgrade.


As with other Moss supercharger kits and those produced by Moss's Jackson Racing division, the Spridget kit uses a Roots-type positive displacement blower. Manufactured by Eaton, this supercharger is OE in select Mercedes, Jaguars, and other cars, so its design is time-proven. Highly efficient, the system includes an internal vacuum-controlled bypass valve—boost only kicks in under acceleration or load.

Moss couples the Eaton supercharger to a specially engineered intake manifold that provides equal airflow, pressure, and fuel mixture to each cylinder. This optimization allows adding more boost pressure (5-6 psi at sea level in the Spridget application) without risking harmful detonation.

The Moss Spridget Supercharger System (PN 150-088) is comprehensive. It includes a serpentine belt with automatic tensioner, a new HIF44 SU carburetor, and a high-flow K&N air filter. The kit fits any 1275cc Sprite/Midget inline engine (sorry, Classic Mini owners) having either a generator or an alternator. However, Moss recommends upgrading to an alternator because the generator's bearings wear quickly under the increased belt loading. Moss offers an alternator conversion kit (P/N 130-108) to use with the supercharger.

The Sprite/Midget Supercharger System is designed to be installable by the enthusiastic hobbyist, using only basic hand tools. Approximate installation time is nine hours.

SUPERCHARGED

Moss even offers an emblem for those who want to advertise their 40% power gain. 

TR6 Tube Shock Conversion

Modern shocks and Competition Coils give real handling rewards



By Rob Mullner

The rear end of a TR6 responds well to simple upgrades that enhance ride quality and drivability. With a few items from the Moss Motors catalog and a Saturday afternoon, your TR can become a much more civilized and competent driver—with real rewards coming during spirited driving.

Positive word-of-mouth from fellow Southern California Triumph Owners Association (www.sctoa.org) members and attendance at the club's annual "open garage" event at Britalia in Fullerton, California (714-879-7541), encouraged me to order the Moss Tube Shock Conversion Kit with Koni shocks (PN 670-128) and fortify the suspension with Moss Motors Competition Springs (PN 670-168).

The Tube Shock Kit consists of three brackets per side that combine to anchor the upper end of the Koni tube shock. The setup's main benefit is that it locates the upper tube-shock mount close to the body and transmits any stress through the body to the frame. Adding the Competition Springs restores ride height and overcomes the stock

springs' tendency to squat over bumps and under hard acceleration.

Installation

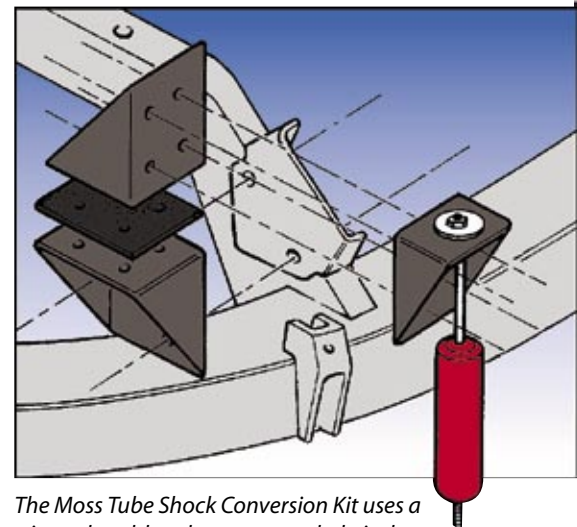
After seeing the TR6 suspension upgrades at Britalia, I enlisted Walter Kelley there to do the installation, which is easier on a lift than on a driveway. However, Moss's instructions are comprehensive, and anyone who does normal maintenance on their Triumph should be able to do this simple drill-and-bolt-together project in four hours or so. Having an assistant makes the job go even faster.

Prepwork involves draining and removing the gas tank. This improves access for drilling the necessary holes and for bolting on the Moss kit's brackets. (Plus, those chunks in the tank could probably stand to be cleaned out anyway.) Whenever dealing with gas, make sure to work in a well-ventilated area away from ignition sources such as welders and chain-smokers. Have a fire extinguisher handy just in case.

Once the tank is yanked, the stock lever shocks and trailing arm links can be removed from the chassis.

Make sure that the arm is supported from below, then use caution when releasing the coil springs. (The Moss Competition Coils are direct replacements for the stock springs.) Next, the Tube Shock kit's largest brackets are direct replacements for the original lever shocks (or for brackets from other tube-shock conversion kits).

Highlights of the major installation steps are shown in these photos. One re-tanking tip is to use a dab of assembly lubricant to ease the filler neck re-install. Then pour some fuel into the tank and check for leaks before lowering the car onto the ground. If the fuel system is leak-free, slap on the skins, un-jack the TR, prime the pump, and you should be ready to run. Promptly go to your favorite twisty bits and enjoy your properly damped TR6.



The Moss Tube Shock Conversion Kit uses a triangulated-bracket system to help isolate the body from the chassis.

HOW-TO: TR6 Tube Shock Conversion



1) The Tube Shock kit includes everything necessary to complete the job at home: Koni shocks, brackets, isolation pads, and a comprehensive 3-page instruction manual.



2) Compare the stock spring on the left with the Moss Competition Spring on the right. These Moss springs combat the dreaded TR6 rear squat and gives slightly stiffer, more predictable handling.



3) Draining the gas and removing the tank isn't necessary but improves access for drilling the necessary holes, making the job go faster.



4) The stock lever shocks and trailing arm links must then be removed.



5) Installing the Moss Competition Coils is a straight remove-and-replace job that should be done by someone

who's familiar with coil-spring safety procedures. Next, Walter test-fits one of the primary (large) brackets.



6) Once the primary brackets are test-fit with the supplied bolts and rubber isolation pads, the holes can be marked.



7) Drill four holes per side up through the trunk floor; Moss's instructions recommend using a right-angle drill motor due to tight clearances.



8) Once the primary brackets are fitted, pass four bolts per side through the trunk floor and secure the smaller triangular brackets against the fenderwell. Test-fit the brackets and mark the holes for drilling.



9) Drill through the inner fender and secure the outer bracket with the included hardware—trickier if the gas tank is still in place.




10) The adjustable Koni shocks bolt between the upper mounts and the trailing arms with the supplied rubber bushings and bolts. Tighten the bolts so that they rubber bushings bulge slightly, but don't over-tighten—you don't want them flattened.



11) Re-install the gas tank, refit the filler neck, reconnect the vent and fuel lines, and tighten all requisite clamps.



12) Here's a denuded view of the final installation. Moss Motors suggests running a 195/60-15 tire with this kit. 

2005 British Extravaganza

By Ken Smith
Photos by Andrew Schear
and Tom Morr

Moss and VARA Celebrate a Decade of Success



It hardly seems possible that a decade has passed since I took my little sportscar up to what seemed to be the end of the world. In 1996, Dr. Dan Longacre (who raced a 1964 MGB at that time) and The Vintage Auto Racing Association asked Moss Motors to co-sponsor an event at Buttonwillow Raceway.

I decided to take a look. Driving some 140 miles north of Los Angeles, I saw only a few sheds and an asphalt road course—certainly nothing like a real race track. I was welcomed by Buttonwillow's owners and allowed to drive on this fast, twisty circuit, which I thoroughly enjoyed.

However, where were the amenities? How could we attract people to the middle of the desert for two days? Where was the shade?

Plans were drawn anyway, and we decided to mount a two-day British Extravaganza: ten or so VARA races on each day and a British car show on Sunday morning. Incorporating an MG/Triumph Challenge race ensured that old rivalries could be settled. We also allowed attendees to drive their own cars in lunch-time track sessions, while a huge barbecue and karaoke was laid for Saturday evening. Any profits would go to the local boys' and girls' clubs; more than \$100,000 has been raised during the past ten years.

One of the event's other marquee features is the

annual raffle. A British car such as a Mini, Alfa Spyder, or even a Jaguar has been offered for the winning ticket. The Extravaganza has also attracted one of the largest gatherings of pre-war competition cars: 3-wheeler Morgans, a 1932 Alfa, and a 1934 MG KN Special are just a few of the cars that have turned up at the event.

One constant has been track announcer Alan Bolte, whose fund of automobile knowledge has added greatly to the enjoyment of the event. Plus, many of the corner workers from the Long Beach MG Car Club have been with us since day one.

Over the years, we've had our fair share of changeable weather. A 1998 El Nino and 2003's monsoon-like conditions almost put dampers on our plans, but the desert setting usually offers hot and sunny weather.

We've also witnessed the launch of the new Mustang, the Chrysler Prowler, and the PT Cruiser at the British Extravaganza. The trees have grown, and Buttonwillow now has proper bathrooms and a great new clubhouse on the start and finish line.

All in all, it's been a great ten years. We look forward to working with VARA for the foreseeable future.



The Moss brass was on hand to tell war stories and discuss new and upcoming products with customers. Left to right: Harry Haigh, Kelvin Dodd, special British/Hawaiian guest John Sprinzel, Robert Goldman, and Ken Smith.



MGAs were well-represented for their Golden Anniversary.



George Myers' Allard K2 blasts past Brian Blain's National AC in the Group 4/Historic Class.



Moss Car Show MC Ken Smith made this commemorative Best MGA trophy, which went to Louisa Cuthbert.



Carla Marvin has the ultimate low-maintenance pit crew for this 1920 Falls Eight racer, built by the Falls Co. in Wisconsin.



As usual, MGBs were prevalent, both on the track and in the car show.



Many Minis (new and old) were on display and on the track.



The British Extravaganza always attracts a cadre of Morgan 3-wheelers.



As always, the Mini/Sprite and MG/Triumph Challenges were hotly contested.

2005 VARA/Moss British Extravaganza Results

Car Show

Pre-'63 MG:	1) Gene Roth, 1949 MGTC 2) Lorin Cuthbert, 1960 MGA
1963-80 MGB:	1) Robert Milner, 1967 MGB-GT 2) Bob Swain, 1969 MGC-GT
Sprites & Midgets:	1) Jon Paschke, 1972 Midget 2) Daniel Wing, 1959 Bugeye Sprite
Early Triumph:	1) Roger Evans, 1960 TR3A
Late Triumph:	1) Dennis Conly, 1980 TR8 2) Dave Carroll, 1974 TR6
Jaguar:	1) Steve Kennedy, 1967 E-Type 2) Linda Freeman, 1972 E-Type
Big Healeys:	1) Dick Boyd, 1963 3000 Mk II 2) Al Adams, 1963 3000 BJ7
Minis:	1) Bill Brodek, 1967 Cooper "S" 2) Llyn Hunter, 1967 Morris Cooper
Miata:	Phil Daoust, 1996
Best In Show:	Gene Roth 1949 MGTC
MGA 50th Anniversary Award:	Louisa Cuthbert, 1960
Slalom Results:	1) Rich Gondek, Miata 2) Steve Rogers, Mini

VARA Race Winners

MG/Triumph Challenge:	John Wilkins, Spitfire
Mini/Sprite Challenge:	Mark Matthews, Sprite
Group 1:	Fred Plotkin, Kangaroo Mk I
Group 2:	Rod O'Connor, Ralt RT-5
Group 3:	John Wilkins, Spitfire
Group 4:	George Chillberg, MG L-Type
Group 5:	Tim Cox, Crossle 32F
Group 6:	Mark Scott, Porsche 911S
Group 7:	Lawrence Whittemore, Zink C4

Sprinzel On Buttonwillow

I have been lucky enough to be the guest at two of the best American classic-car race meetings, and Buttonwillow certainly didn't disappoint. The contrast with Road America is obvious, as one is a long-established, professional racetrack and the other is an enthusiast-owned club circuit, but the quality of entry, marshalling, and particularly the race commentators were equally superb.

Our drive down from the Moss HQ in Goleta was an adventure by itself, with two Moss-supercharged and one "normal" MGB running in convoy up the freeway and then across the mountains along some really great roads for a sports car. Driving past miles of the nodding donkeys of the oil fields was also a novel experience for this Brit, whose only previous oil-industry experience was the sighting of offshore North Sea rigs. The superchargers transform the B, though I would have liked an overdrive to take full advantage of all that extra torque. On the freeways, we could keep up with the big rigs that have even less regard for any speed limits than even I did in the wild days of my youth!

In my 50 years in this sport of ours, I have raced at some wonderful circuits around the world. Each has its own character, very varied entry list, and fine gentlemen who keep up the informed chatter over the circuit's airwaves. While walking around the most impressive collection of transporters and motorhomes—which wouldn't have shamed themselves in a Formula One paddock—I couldn't help but hear the race commentaries and general information which streamed over the P.A. system, and Alan Bolte's commentary was so informed that one just had to stop to take it all in. I had often wondered whether anyone ever listened to this stuff, but when I forgot Terry Cowan's surname in a live interview with Alan, I was very soon reminded by several enthusiasts who were obviously listening to every word. As an "old" TV motor-race commentator myself, I know just how hard it is to make interesting remarks when nothing is really happening, but the idea of going on for several hours seems very daunting to me.

Buttonwillow is certainly an interesting circuit, and my super journey around the track in the course car showed me why so many competitors drive down to this rather hot place on the edge of the Mojave Desert every year. The weather was glorious—as was expected in this part of California—and the very few accidents were happily not serious. As always at these vintage events, the quality of the cars was just short of miraculous, and the factory workers who built them so many years ago would have been very proud indeed to see what had happened to their products.

For me, to see so many Austin-Healey Sprites carrying "Speedwell" badges brought a severe attack of chicken skin. Back in the day, we often wondered if our little cars would last to the end of the race or rally, and to see some of them still circulating 40 or so years later was certainly difficult to take in. —John Sprinzel 🇬🇧

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This C's Worth Seeing

A Look at a Rare GT Automatic

By Ken Smith
Photos By Andrew Schear



One of the many outstanding cars on display at the Moss 2005 Buttonwillow British Extravaganza was the 1969 MGC-GT owned by Bob and Sandie Swain of Manteca, California. We asked Bob—a professional turf specialist who actually gets paid to spend time on golf courses—to give us a few details on this beautiful Abingdon product:

In 1996, my wife, Sandie, and I looked at the 1969 MGC-GT automatic

being offered for sale by the original owner. We drove the car and liked it very much, but I decided to hold out for an MGC Roadster.

I told a friend of mine about the 'C,' and he bought it for his son, who was living in Texas at the time. Some seven years later I spotted the car for sale on eBay and, thinking it was an omen and that we were meant to have this car, we bought it.

When it arrived from Texas

it had 59,179 original miles on the odometer. We completely stripped the car, including the glass, and had her painted in original Primrose Yellow. We also replaced most of the chrome bits, and the original wire wheels just needed a good cleaning. We also had the seats renovated and new carpeting installed.

The front suspension was rebuilt using poly bushings from Mark Miller up in Oregon, and I also used his specs for the alignment. Shortly after, we had the kingpins rebuilt and we replaced the front and rear shocks with gas units.

I have owned quite a few other MGs, including three other GTs. We also own a 1958 MGA, which is great for spring and fall driving, when it's not too hot outside. But, we both agree that of all the MGs we have owned, we like driving the MGC-GT the best. If you want a great car to get in and drive all day, then this is the one to have. It is very comfortable, and I like knowing that there is extra power under the bonnet, if I need to use it. In the two years we have owned her, we have put just short of 10,000 miles on the clock and have enjoyed every mile.



Bob and Sandie added the air dam to help direct air to the engine bay for better cooling. Plus, they like the way it looks.



The engine is stock and meticulously detailed. "It runs very strong, and the mileage is low," Bob says. "Why mess with a good thing?"



According to Clausager's *Original MGB/MGC* book, only 484 of the 1,320 MGC-GTs built with automatic transmissions were exported to the U.S. Bob says, "The automatic makes it a great car to drive, both in the city and on twisty, mountain roads."



The Swains chose cloth upholstery—comfortable on 100-degree summer days.



Wire wheels are also original.



The gauges and dash are original.



The Swains are justifiably proud of their MGC.



MGC: The Orphan of Abingdon

By John Sprinzel

(Excerpted from *North American Classic MG Magazine* #18)



Andy Hedges at speed in the “droop snout” MGB.

I could never understand why there was such a general dislike of the MGC, which was introduced in October 1967. The “Big” Healey had been a pretty popular and successful sports car, but the MGB’s chassis was far superior, was lighter, and handled better than the big brother.

I also couldn’t quite figure out why there was (and still is) such an intense rivalry between A-H and MG, which were put together out of many of the same BMC bits, on the same Abingdon assembly lines, and by the same skilled and dedicated workforce.

Those of us who were fortunate enough to be “works” drivers always enjoyed an outing in the MGB. On the two occasions I crewed one on the incredible Tour De France Automobile, I was mostly seen wearing a big grin!

One rally, I was with Andrew Hedges in the ex-Le Mans “droop snout” model. Andy simply creamed the opposition—including all the GTO Ferraris and Porsches, up both the big hill climbs in the Pyrenees.

Andrew did this by taking half a minute off these much more powerful cars, mostly because of his bravery in the fog, as well as the MGB’s incredible roadholding. However, we always craved more power—and what driver doesn’t? So the idea of putting in a bigger engine with more torque and horsepower seemed to be just what the doctor ordered, and that’s what Abingdon did with the MGC. Just imagine Healey power, without the noise, smell, and heat—and with civilized doors and windows!

The MGC handled amazingly well. The GT tipped the scales at about one hundredweight more than the tourer, but because the extra weight was over the rear of the car, it evened up the weight distribution a little. There was no feeling of excessive understeer, and on lightly studded tires, it coped superbly with the ice and snow. Even in normal road driving, I’d never felt it about to plough straight on through terminal understeer—it was particularly sensitive to tire pressures. The MGC had a much stronger shell than the Big Healey and was a damn sight more civilized to boot—and booting it was just what I was enjoying doing!

Of course, a front-engined rally car is no bad thing, since the weight holds the front of the car down on the road while you play tunes with the throttle to bring the back end round to where you want it. That takes courage on ice, believe me, but with all that lazy torque available, exactly when you needed it, the MGC could be hustled through the mountains at a fair old lick.

In January 1970, one of Britain’s leading newspapers, the Daily Telegraph, sponsored me on the famous Monte Carlo Rally. The plot was actually to see if a privately owned sports car—with more than 10,000 miles of normal use on it, and without modifications—stood any chance against the highly modified professional teams. Gerry Ryan agreed to join me in setting out on an international rally in a genuine, second-hand 1968 MGC GT Coupe (my wife’s!).

The plan was simply to give the car

Here's the only way to tell an MGC from the rear.



a 12,000 mile service, and there were also a couple of things I rather wanted to improve. First, the standard shock absorbers would have stood no chance against the rutted snow on some of the roads in the mountains. Secondly, the generators were still a bit new and were not yet very reliable, so I wanted to fit an uprated version from the Lucas Competitions department (pause for obligatory Prince of Darkness joke!), to cope with the long nights of lights on, wipers on, and a heater blower going full blast! As it turned out, my workshop boss, Steve Luffrum, was unable to locate either of these items in the short space of time we had to prepare the MGC, so off we went, without them. Off to Prince Rainier's kingdom in a totally bog standard car!

We lasted for three of the four days, keeping up with all but the most powerful factory cars. Even Tony Fall, in a works Lancia, came up to me and said how well the MGC seemed to go, and how he thought he would catch us easily on the special stages. (He didn't!) As I'd anticipated, however, the rear dampers began to fade, and as we bounced down through the Basse Alpes it became more and more difficult to maintain competitive speeds. Even so, we were by no means disgraced when the alternator decided it was time for a service, resulting in just a glimmer from the headlights. By chance, just as we were arriving at one special stage, the side of the mountain erupted in a forest fire. As we were held up at the start for over an hour, it gave me time to rebuild

the offending alternator. We had to be careful with the lights, but at least we were still rolling... or bouncing anyway!

Unfortunately, the rear dampers had absorbed all the shocks they were going to—with the back of the MGC bucking and feeling about to leap off 9,000 feet of mountain! Going Outside Time Limits suddenly seemed preferable to going over the edge, and Gerry and I decided that further progress along the rally route would seriously endanger our chances of making the party. So we cut off direct to Monaco instead. On the way home, on smoother roads, it only took us a few hours to cover the 500 miles to the Channel Ports, and we were on the ferry home before the rally finished.

Even so, we both loved the car, which

had ample power, excellent braking, and better traction than any works *Healey*. With its coupe top, the MGC was quiet and comfortable—as civilized a Grand Tourer as you could wish. While we were not able to prove that a privateer in a stock MGC could beat the professionals, at least we showed the capability of this Abingdon product, enjoying a comfortable and quiet interior with a decent radio and heater, all in four days of nonstop motoring in the dead of winter.

So, when anyone starts to go on about the shortcomings of the MGC, I do get a bit hot under the collar and wonder if they ever really drove one of these delightful cars! 🇬🇧



John Sprinzel in the MGC.



Big Healeys

By Rick Feibusch

Everyone loves Big Healeys: They've been the top-o-the-pops sportscars with Americans since the first BN1 was dropped on the dock in 1953.

The car was designed and developed by British sporting-car legend Donald Healey for British Motor Corporation (BMC). Healey built some mighty fine Riley-based specialty sportsters just after WWII and worked with the American Nash company on the striking Nash Healey in the early 1950s. Healey's amazing talent for developing reasonably priced, mass-produced, and highly competitive sportscars using existing off-the-shelf components was not fully realized until he started working on the Austin-Healey. Using pieces from the Austin—and later BMC—corporate parts bin, he created an instant classic and competitive roadster that has been admired by enthusiasts for more than 50 years.

The earliest Healeys were powered by a stout, but pedestrian, cast-iron four that at the time was being fitted to everything Austin from non-diesel London cabs to their Gypsy 4x4 (similar to a Land Rover). The twin SU carbureted version used in the first Healeys had been developed for the ill-fated Austin Atlantic, a car that looked like the bastard offspring of a



"The Austin-Healey 3000 Sports Convertible is an occasional four-seater, with clean, stylish lines presenting a delightfully appealing picture from any angle. Soundly designed from bumper to bumper, the Sports Convertible has a four-speed synchromesh gearbox transmitting power to a hypoid rear axle. Wire wheels, fitted with 5.90-15 Road Speed tires, and a fine range of single or dual-tone colour schemes, with suitably toned interior trim, are available as standard equipment."

bathtub and a Pontiac. This gutsy little mill, fitted to the new Healey, provided a hearty alternative to the wheezy, smaller-displacement engines found in most imported sportscars of the day. The Austin-Healey was always able to bridge the gap between the mighty Jags and the rest of the "little guys."

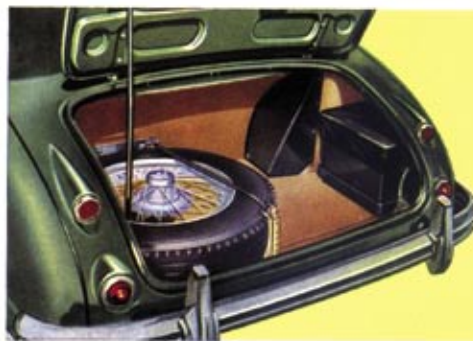
Healeys were also popular as second-hand sportsters, making them "modern classics" rather than just "used cars." While prices did get low enough to allow hot-rodders to cram in American V8s, values for well-maintained or restored originals were on the rise, encouraging preservation and restoration.

Big Healeys were always driven by the coolest of people and, interestingly enough, had no gender identity like

other sportsters of the day. Corvettes were "guys" cars and Renault Caravelles tended to be for "chicks." While other British car aficionados would opt for flat caps and tweed, Healey owners couldn't care less—sportswear and Ray-Bans for them. After all, they were *Healey* owners.

As the years went on, changes in the Healey came parallel to development at Austin. The three-speed gearbox made way for a four-speed. In late 1956, the four-cylinder mill was replaced with a sporting version of a corporate 2.6L six that was also fitted to the fanciest of Austins, Morrisies, Rileys, and Wolseleys. The displacement was upped to about three liters in 1960. The car grew roll-up windows and a full "weather-tight" top in 1963. The suspension became a bit softer

Austin Healey sports convertible



"Each of the adjustable bucket seats in the neatly designed interior is upholstered in latex foam rubber, and trimmed in extensible vinyl-coated fabric. The seat cushions are removable and the squabs tilt forward to facilitate access to the inset well-type rear seats. The luggage compartment offers a surprising amount of room for baggage, even though it also contains the spare wheel and battery. A master switch also operates from inside the compartment which, being lockable, means that the car can be safely left unattended."

and the interiors plusher as the buyers aged with their automotive interest. Those rough-and-tumble college boys had all grown up into stockbrokers and dentists who demanded a cushier ride and a more refined aura.

Good Points

Fun, fast, and sexy, the big Healey is a showcase of classic 1950s British sportscar style and verve. No prewar rickety wood framing or four-piece folding bonnets here—just clean, flowing bodywork enclosing solid, proven Austin saloon components. No tricky independent rear suspension either—just power on demand and safe, predictable handling. Healey always kept a delicate balance between backroad sports machine and highway cruiser.

Parts are relatively easy to obtain, and the car has few mechanical surprises. The value of these cars has been going up steadily over the last few years, so most people are now expecting appreciation. In fact, some sellers today seem to be charging prices that include next year's appreciation! This might not go on forever. I'm sure that there are safer investments, but they would not be nearly as much fun.

Bad Points

The seating position is not for everyone, and drivers with long legs might find that their knees rub the steering wheel. I've seen this rectified with a smaller-diameter aftermarket steering wheel. For hands-on guys who like to do their own restorations, the project-car pool is getting quite small. The better cars were restored years ago, so the remainders generally need extensive work. As always, look for existing rust and sloppy body and frame repairs. Modified cars—especially with V8s—are cool and some were done well. However, consider them hot rods and value accordingly. Reasonably original cars are sought by collectors and will always be in demand.

Comments On Values

Well, they are going up. How much is another story. A drop-dead gorgeous late-model BJ8 recently sold at a Barrett-Jackson auction for \$95K! So what's that old '64 languishing in the garage worth? Do some research. The difference

between a good Healey and a needy Healey can scuttle the fun of ownership, and while all Healeys are rare, some are a lot rarer than others. The reality is that, much like land, they aren't making Big Healeys anymore.

Prices vary widely because the concept of condition is subjective. Sometimes sellers overestimate the condition of their cars, often more out of ignorance than larceny. Many of the really high-buck examples are restored way past original condition, and the buyer is paying for the quality and the freshness of the restoration as well as the car. Sometimes the lure of sparkling new paint and gleaming chrome wire wheels cause an auction buyer to throw caution out the window.


Best Way To Buy

We quizzed Big Healey owners on the Internet and were overwhelmed with the response. John Peak suggests, "Learn everything you can about them first. Join the clubs and the Healey [Internet] list, and be patient. There are plenty of Healeys out there for sale. Before too long the one that is right for you will turn up. Bought mine from a fellow AHCUSA member and would hope to be fortunate enough to do the same for the next one."

Tom Mitchell agrees: "Best way is through the club! I found both of mine in the paper; one was a shyster dealer (now out of business). Both cars were very rough, one was in boxes. I had blinders on, even on the second one. I didn't see many of the faults until after I brought the car home and took off my rose-

colored glasses. If I were to buy one today, I would go though the club or would take a 'Healey knowledgeable' friend with me."

"I'm not sure that there is an absolute 'best way,'" says Reid Trummel, editor of *Austin-Healey* magazine. "But through the clubs is often a very good way. In my experience, cars owned by some of the more active clubmembers tend to be better restored, better maintained, and tend to have better-known histories." Magnus Karlsson from the Healey Club of Sweden warns, "Look at as many Healeys for sale as possible, and buy the one you consider to be in the best shape regardless of price (within reasonable limits of course)."

Stephen Gizzi says, "I think buying through eBay or the *Classic Auto Trader* can be the way to go as long as you're Internet savvy and careful. I bought my car on eBay and hit the Healey lottery without even knowing it! After purchase, I was contacted by Steve Byers, the keeper of the Healey BJ8 registry, who informed me that mine was the very last Big Healey ever exported to this country and the nineteenth from the end of production. That may not mean much to many people, but I think it makes this car all the more special. Before bidding, I researched and found a local British car repair shop that fully inspected the car before I bought it. My bid price was probably \$15,000 less than what one of the big classic dealers would have charged. I couldn't be happier with it. Of course, I bought my most recent car, a gorgeous 1979 MGB L/E, through a classified ad in *British Motoring*." 



Michael and Mary Orritts' his-and-hers Healeys.



Dealer brochure images courtesy John Quilter.

ESTIMATED VALUES

Model	Project	Running	Good	Excellent	Concours
4-CYL ('53-'56)	\$12,000	\$17,000	\$23,000	\$38,000	\$50,000
6-CYL ('57-'63)	\$12,000	\$17,000	\$25,000	\$40,000	\$53,000
BJ8 ('64-'67)	\$15,500	\$20,000	\$32,000	\$46,000	\$65,000

Add up to \$2,500 for the factory hardtop depending on condition.

(Aftermarket hardtops keep out the rain but don't increase overall value.)

Britfest 2005

A Classic Bash Without the London Weather

By Giles Kenyon



A historical highlight was Peter Thornley's MGB-GT. MG Car Company presented the car to Peter's father, John Thornley, upon his retirement as general manager. It has a unique "MG 1" English license plate, V8 wheels, and several other interesting features.



Jag owners shined their whitewalls for the event.



Several TR6s on period-correct redline rubber packed into the park.




MGA owners turned out in droves to celebrate the model's golden anniversary.

Despite the forecaster's predictions that rain and storms would put a damper on Britfest 2005 this past May, the weather at Horseshoe Lake Park in Succasunna, New Jersey was sunny and dry. In typical British fashion, so was much of the humor on the premises. Fortunately, Britfest isn't held in a dry county, and many coolers were well-stocked with the requisite refreshments for discussing classic British sportscars and their place in automotive history, in addition to other hard-hitting topics.

About 185 classic examples of motorized Britannia were on display. The event normally attracts 250-plus cars, so we're blaming the weatherman for scaring away dozens of Moss Motors customers and Brit groupies who'd planned on attending. This year's featured marque was Austin, and the President's Award

went to Tom Finn with his superb 100M. Karl and Mary Marx collected the Bob Chezem Memorial Award with their beautiful 1973 MGB, while the Best in Show went to Burt Hunter and Mary Leong with a stunning 1951 Jaguar Drophead.

Congratulations to all the winners—although everyone who attended was a winner for showing up, ignoring the erroneous forecast, and putting their cars on the field for consideration. There were a good many nice-looking restorations this year, in all the categories, accompanied by many proud and enthusiastic owners. Once again, Charles Tregidgo and The MG Car Club Central Jersey Centre did a bang-up job of organizing the show and swap meet.

Hopefully, the forecasters will get it right next May for Britfest 2006! 

Britfest 2005 Winners

Most Outstanding Austin:	1956 100M, Tom Finn
Best in Show:	1951 Jaguar Mk5 Drophead, Burt Hunter & Mary Leong
Austin-Healey 100, 100-6, 3000:	1956 100M, Tom Finn
Sprite:	1959, Michael Adams
Morgan:	1961 4/4, Jim Dickson
MG T-Series:	1948 MGTC, Harold Lance
Midget:	1969, Ralph Brown
MGA:	1957 1500, Bill Shamonsky
MGB-GT, MGC-GT:	1967 MGB GT, Forrest Collier
MGB Chrome Bumper:	1969, Bruce Langevin
MGB Rubber Bumper:	1977, Bill Demkovich
Triumph TR2-TR3:	1959 TR3A, Jim Vollmuth
Triumph TR4, TR4A, TR250:	1964 TR-4, Bill Thomas
Triumph TR6:	1976, Barry Richard
Triumph TR7, TR8, Stag, Other:	1972 Stag, Michael Coffey
Triumph GT6, Spitfire:	1974 Spitfire, Ralph Panei
Jaguar XK:	1965 XKE, John Caporaso
All Other Jaguars:	1951 Mk5 Drophead, Burt Hunter & Mary Leong
Other Sports:	1974 Lotus Europa, Dave Rollino
Other Saloons:	1955 Bentley R-Type, Stuart Ross
Modified Cars:	1964 MGB Racecar, Michael Kusch
Mini:	1962 Austin Mini Cooper, Kathleen Maas

MG

Events-A-Rama

Abingdon-On-The-Pacific

MGs By The Bay

About 80 cars attended MGs By The Bay, coordinated by the San Francisco MG Owner's Club this past May. Formerly staged at Jack London Square in Oakland, the event was held for the first time at the San Leandro Marina. The car park was covered with scores of the octagon-badged beauties from Abingdon.

Masses of MGAs and MGBs were augmented by some stately Magnettes, a few TCs, a bunch of TDs, and a few TFs. Rare examples included Terry Sanders' and Phil Frank's (of *Farley and Nigel Shiftright* comics fame) 1937 MG SA. The big surprise of the meet was a sign of things to come: an electric-powered MGA! The real impact of this car came late in the day when the owner left the event—without a sound.

—Rick Feibusch



1937 MG TB Tickford owned by Neil Kirkham. (Courtesy John Quilter)



Sanders' and Frank's 1937 MG SA drophead is stellar. (Courtesy John Quilter)



This 1934 MG PA is owned by Dan Shockey. (Courtesy John Quilter)

MG 2005

This year's annual convention of the North American MGB Register attracted more than 200 fine MGBs to Olympia, Washington. Cars and visitors came from across the USA as well as from Canada, England, Australia, and other parts of Europe. Rain caused the car show to be moved off the tarmac and into the hotel parking lot. Overall, the show was a B-lover's paradise.

—Ken Smith

GoF West 2005

The faithful gathered in Santa Barbara's Santa Ynez Valley this past July. Firestone Winery hosted the event, which attracted many superb examples of pre-1955 Abingdon classics. Despite the oppressive heat, most attendees enjoyed the show. These photos are our way of proposing a toast to GoF West.

—Ken Smith



This rare TD was once owned by actor Jack Lemmon.

Several fine TFs adorned the Firestone turf.




GoF West attracted many pre-war gems.



Hundreds of fine examples of Britain's most popular sportscar convened at MG 2005.



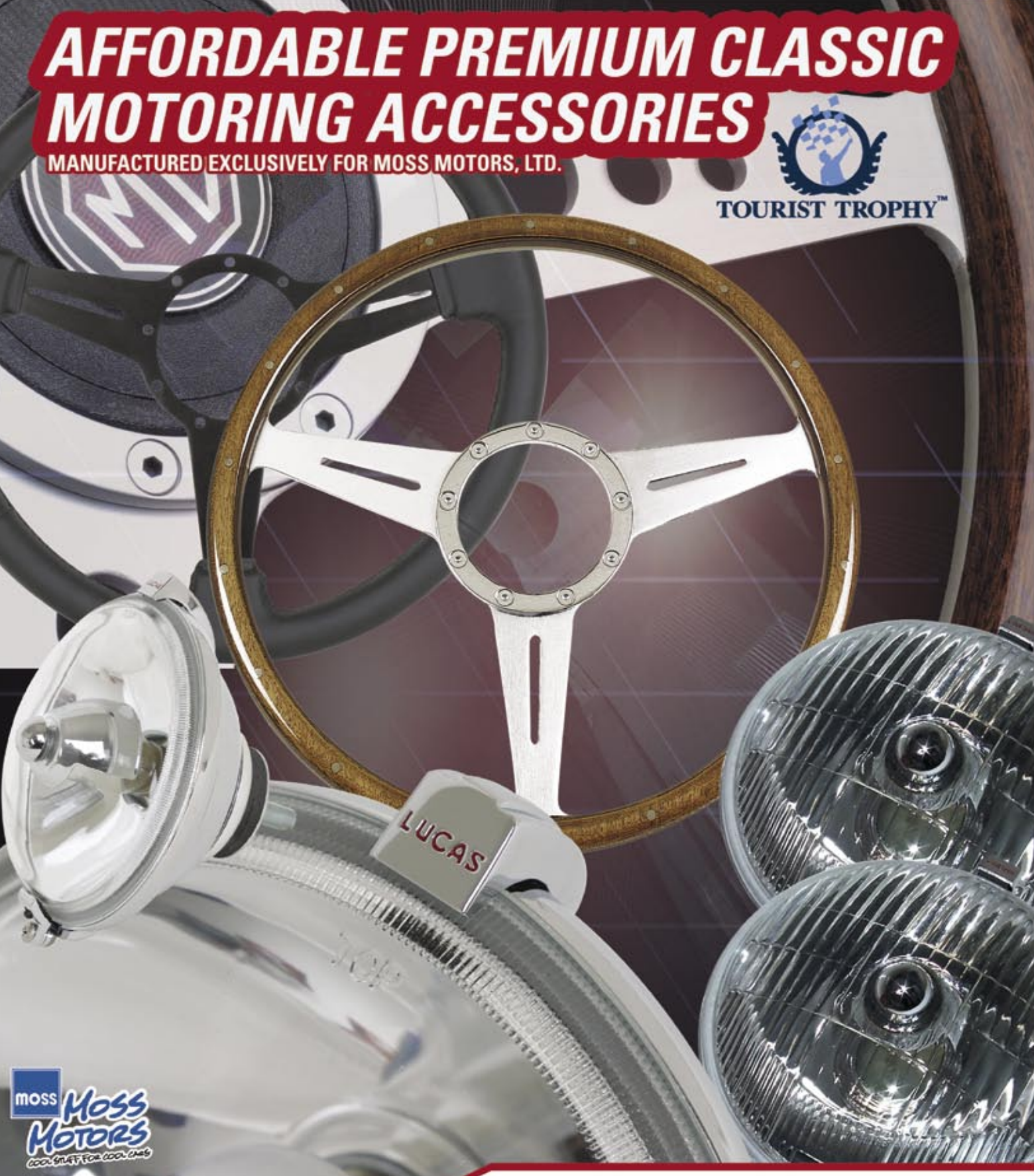
Limited Edition MGBs were in abundance. 

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2005 Event Calendar

OCTOBER

10/1: British Car & Motorcycle Fest, Memphis British Cars, Memphis, TN, Jim Hofer, jimbugeye@aol.com, www.memphisbritishcars.org

10/1: British Day, Boston Area MG Club, Carver, MA, Paul Seeberg, (877) 685-8860

10/1-10/2: Texas All British Car Day, Round Rock, TX, Bob Skewis, (512) 892-4068, skewistx@msn.com, http://txabcd.org

10/2: San Diego British Car Day, San Diego, CA, Steve Kirby, (760) 746-1458, www.sandiegobritishcarday.org

10/6-10/9: Triumphest, Triumph Sports Car Club of San Diego, San Diego, CA, David Stauffacher, (760) 787-0643, tidbinbilla@cox.net, http://clubs.hemmings.com/frameset.cfm?club=sandiegotriumph

10/6-10/9: GoF, Southeastern MG T Register, Hiawasee, GA, Ellis Carlton, (770) 457-4561, callelaine@mindspring.com

10/7-10/9: Seaside Highland Games, Ventura, CA, John & Nellie, (818) 886-4968, SeasideChief@aol.com



10/7-10/10: British Legends Weekend, The Cape Cod British Car Club, Falmouth, MA, Doc Dunkley, rdunkley@adelphia.net, www.capecodbritishcarclub.org

10/7-10/8: MGA Celebration, Vintage Sports Car Club of America, Lime Rock Park, CT, Andrew Hiller, (914) 923-6055, carndrew@aol.com

10/8-10/9: British Car Roundup, Valley British Auto Club, Clovis, CA, Kurt Lanse, (559) 297-0102, valleybrits@yahoo.com, www.valleybritish.org

10/8: Triangle British Classic Car Show, North Carolina MG Car Club, Raleigh, NC, Don Annas, (919) 467-8391, www.ncmgcc.org


10/9: Hunt Country Classic, Middleburg, VA, Doug Campbell, (540) 428-2099, www.mgcarclubdc.com

10/15: All British Motor Vehicle Expo, MG Car Club in Houston, Houston, TX, Ron Redding, (281) 346-2417, Ron5r@earthlink.net, www.houstonmgcarclub.org

10/29: British Car Festival, South Alabama British Car Club, Fairhope, AL, Rodney McDonald, (251) 626-6289, www.sabcc.org

10/30: All British and European Car Day, Arizona MG Club, Scottsdale, AZ, Bill Meyer, (928) 445-8718, wcam46@cableone.net

NOVEMBER

11/5: South Texas All British Car Day, The Alamo MG Assoc., Boerne, TX, Reed Hayes, (210) 341-6605, trhayes@world-net.net, www.alamomg.org 

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, webpage 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

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AUSTIN-HEALEY



1960 Bugeye Sprite: Vintage race car, raced SCCA in the '60s, now VARA and HMSA legal, fully prepared 948, needs nothing, trailer included, 760-729-7561, mmplesant@aol.com, Carlsbad, CA



1960 3000 BT7: BRG with black interior, 100-6 engine, nice restoration 98% complete, excellent paint, new interior, top tonneau, stainless exhaust, British Heritage Trust Build Date: May 1959, many photos during restoration. Asking \$25,000, Ken Kennedy, 530-246-9205, KKennedy50@aol.com, Redding, CA



1963 3000 MkII B: Healey, exterior, dark blue interior, chrome wires, luggage rack, stainless steel exhaust, paint excellent, very nice all around, a joy to drive, custom stereo. \$35,000, 619-445-5670, donnavail@cox.net, CA



1965 3000 MkIII BJ8: Solid, pampered, restored 1992, Old English White, 60,000 miles. Asking \$32,000, email tee34@msn.com for more photos, 248-933-6640, Bingham Farms, MI



Bugeye Sprite Vintage HSR: 2005 Barber & Mitty winner, JSR 1275cc, Webster tranny, Aeroquip, MSD, Mallory, Kirkey, Carrera, Tilton, Quaife, Minilite, ARP, all the best, new paint. \$14,900, 770-719-4615, Brooks, GA

JAGUAR

1959 Mk I: Classic sedan, first smallest unibody, 4.3L, 4-speed/EO, leather, unrusty brown white, garaged, almost restored. Interested appointments write: Antique Ken, PO Box 222, Grand Island, NE 68802



MG



1950 MGTD: Ground-up restoration, new wire wheels, new top and side curtains, new brakes, 200 miles since restoration, show car. \$19,500, 216-469-2143, Shaker Heights, OH



1952 MGTD: Pale primrose and tan, apple green interior, just turned 30,000 miles, in storage for 31 years, new top, tonneau, wiring, and paint, restored 1997-98, minor scratches, good driver. Asking \$20,000 OBO, 610-682-6472, drguth@enter.net, Alburtis, PA

1952 MGTD: Replica by Classic Roadster Ltd., built 1984, brand new interior, carpet, seats, side curtains, top, etc., 2.3L Ford 4-cyl., C4 AT, always garaged and rarely driven, excellent condition. \$8,750, 253-858-3118, chulka@comcast.net, Gig Harbor, WA



1952 MGTD: Green Imron, older restoration, 0 road miles since completed, rebuilt original engine, brakes, gen, starter, all chrome re-chromed or new, new top and leather, etc., excellent overall. \$17,500, 714-968-2094, tsulas@aol.com, Fountain Valley, CA



1964 Midget: Wire wheels, new paint, top, upholstery, tires, battery, brakes, and exhaust system, rechromed bumpers, 64,000 miles, runs good. Asking \$6,000, Jim, 716-938-6778, Little Valley, NY



1962 MGA Mk II: Restored in 1990, new: tires, battery, top, interior, side curtains, exhaust, fuel pump, oil filter adapter, 56k original miles, Becker radio, runs good. \$14,850 OBO, Kurt, 630 279-5514, IL

No Photo

1967 MGB roadster: Red ext., black with red piping interior from Moss UK 10 years old, stock wire wheels, 8,000 miles on rebuilt motor, good condition. \$9,900, 773-581-5420, Chicago, IL



1973 MGB-GT: V8 power, 3.9L V8, 4-bbl carb, headers, auto trans, unfinished street rod, runs and drives, needs body work and TLC. Asking \$3,800, 732-583-3441, Aberdeen, NJ



1973 MGB: 42,000 miles, all original, everything works, no Bondo or any type of body repairs, no rust, summer-only car for its entire life, many photos available. \$8,000, Schaut5@aol.com, 715-842-7478 Wausau, WI



1977 MGB: All restored, new top, new tires, rebuilt engine, all papers intact, red, black leather seats, all original. \$14,000 invested, asking \$6,500 OBO, 904-781-3380, Jacksonville, FL

TRIUMPH



1972 TR6: Overdrive, Redline tires, tonneau cover. \$10,000, 801-479-4394, Ogden, UT

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. Cars only, no parts. For more information, please call (805) 681-3400 x3061.

Triumph (con't)



1967 TR4A: IRS, 98% restored, white with red interior, 54K original miles, 2nd owner, exc. mechanical cond, cooling fans, must see, more color pictures at WTincm@aol.com. \$11,500 OBO, 949-646-0405 or 949-422-8044, Costa Mesa, CA



1976 TR6: Professionally rebuilt motor, transmission & differential, 4-speed, approx.150 HP, triple SU HS6 carbs, SS header, oil cooler, heavy-duty clutch, body-off restoration, new suspension, brakes, interior, paint. \$18,500, ernest.shephard@abbott.com, 978-297-0548, MA

Other



1955 Sunbeam-Talbot Mk IIA Saloon: 32,500 original miles, no rust ever, some age patina, excellent condition otherwise. \$9,500, full details and pix: olfud@sbglobal.net, 847-395-8024 evenings, IL




1962 Morris pickup: Rare, 1275 MG engine, front disc brakes, electronic ignition, rebuilt transmission, rebuilt rearend. \$7,500, DaveMarkland@msn.com, 317-996-4626, IN



1963 Austin Mini-Cooper: RHD, Cooper "S" head, electronic ignition, coil spring suspension, many new parts. \$7,500, DaveMarkland@msn.com, 317-996-4626, IN



1972 Range Rover: 80K original miles, almost-completed restoration, needs headliner and door panels, genuine Rover parts used throughout, ready for off-roading or car show. \$18,500, 541-592-2518, Cave Junction, OR 

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