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It's Driving Season. To keep your car in top shape, get out and go.

BY ROBERT GOLDMAN

On an unassuming street, in a nondescript building, in a suburb of Philadelphia, lurks an incredible private car collection. At the recent Vintage Triumph Register convention at Valley Forge, PA, I happened to be in the right place at the right time, receiving an invitation to visit the collection of Dr. Fred Simeone.

Dr. Simeone, who personally guided us through, explained his collecting philosophy as follows; he collects sports racing cars which have real competition history (either his exact car or other examples of the same model), and he can drive them himself. This last point is important because it dictates the nature and condition of his collection.

In spite of the incredible rarity and value of many of his cars,

their mechanical condition and degree of restoration is dictated by the demands of historical preservation and roadworthy condition, not the judging at Pebble Beach. My own extremely modest collection, although never really codified as such, is maintained to the same standard. In other words, given the choice between pursuing a concours restoration, or making the car a reliable driver, I drift into the latter camp.

I took a beating over the driving thing at VTR. We did a presentation on supercharging the TR6, and when someone asked about cold weather testing, I knew I was in trouble. "We leave the cars out overnight and drive them to work." Giggles ensue. "No really, we get overnight frost." That did it, the audience busted up laughing. Here



on the coast, it's pretty tough to claim there is such a thing as a driving season. It's always driving season in CA. It should be, but most of my cars don't have tops...or heaters. I wimp out when the thermometer says thirty something and I'm facing a 45 minute drive to work.

So, as with those of you who live in true winter climates, I have a limited driving season as well. A good friend of mine, somewhere slightly north of 69 years of age, drove his TR250 from California to Pennsylvania for VTR. It's not an isolated experience, he has done this for many years. Asked if he is concerned about reliability, Herman would say no, not really. In fact, if a British car is in reasonable shape, and gets regular use, there is no reason it should be at all unreliable.

There is an unfortunate correlation between occasional use and reliability. When taken out for a real stretch, a car which is only idled around town once in a while is often prone to breakdown. Cars which receive regular workouts typically stay in shape. Oddly enough, when it comes to exercise, British cars and their human owners are eerily similar. If Dr. Simeone can get out and exercise his 1959 Aston Martin DBR1, we can all probably afford to do the same in our own cars. It's driving season folks. Now get out there and give your car the exercise it deserves.



BRITISH MOTORING



Customer Loyalty

The Moss Program Helps Three Enthusiasts Rebuild the Cars of their Dreams

10



No Frills Iron Bottom Motoring Tour

The Best Drive You've Never Heard of

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British Motoring Editorial Team:

Publisher: **Moss Motors Ltd.**

Editor: **Rob Mullner**

Executive Editor: **Ken Smith**

Senior Editors: **Mike Chaput, Shawn Carlberg**

Senior Copy Editor: **Christine Knight**

Contributors: **Les Bidrawn, Jan Dawson, Kelvin Dodd, Pat Fewell, Robert Goldman**

Art Director: **Karen Derfer**





NEWS & EVENTS



OCTOBER

- 10/6** 2nd Annual Fall Out 2007
Winona Lake, IN,
nilbmc@kconline.com
- 10/6-7** The 5th Annual America's British
Reliability Run, WI and OH, Blake Discher
at bdischer@blakedischer.com
- 10/7** Flatwater Austin-Healey Club
Fall Show Lincoln, NE, Greg Lemon,
glemon@ned.rr.com
- 10/7** San Diego British Car Day,
San Diego, CA,
www.sandiegobritishcarday.org
- 10/11-14** Triumphest Desert Center
Triumph, Laughlin, NV, Wayne Treloar,
(480) 986-1268, treloar99@cox.net,
www.dctra.org
- 10/12-14** MG Rendezvous, Big Bend
MGs, Tallahassee, FL, Blair Engle,
(850) 385-2821,
bengle001@comcast.net
- 10/12-13** Nashville British Car Club
Show Franklin, TN,
1939mgtb@comcast.net
- 10/13-14** British Car Roundup,
Valley British Auto Club, Clovis, CA,
www.valleybritish.org
- 10/13-14** Seaside Highland Games
at Seaside Park Ventura, CA,
scotlandsidecar@earthlink.net
- 10/18-20** S.E. VTR, South Eastern
Triumph Clubs, Jekyll Island, GA,
Ronnie Babbitt, (478) 256-4834,
rbtr3a@hotmail.com, www.sevtr.org
- 10/19-21** 2007 Euro Auto Festival
Tribute to Austin-Healey
Spartanburg, SC,
Mike.Zeller@jdsouth.com
- 10/26-28** 23rd Annual British Car Day
Mt. Pleasant, SC, HD1CH@AOL.COM
- 10/27** All British Field Meet
& Autojumble Clearwater, FL,
3000mkii@gmail.com or
kexplace@aol.com
- 10/28** All British & European Car Day
Scottsdale, AZ, Dennis Kemp,
(480) 820-6562, dlk2626@cox.net

OCTOBER

SEPTEMBER

- 9/8** Fallfest, Dover, NJ, Allen Rosenberg,
bigaln@aol.com
- 9/8** Brits by the Bay, Triumphs Around
the Chesapeake, Pasadena, MD, Ben
Heller, (410) 679-6421, benheller3
@comcast.net, www.tracltd.org
- 9/8-9** Palo Alto All British Field Meet,
Palo Alto, CA, Rick Feibusch, (310) 392-
6605, rfeibusch1@earthlink.net
- 9/8** Lemon Creek British Car Open
Field Day Baroda, MI. Sponsored by the
Northern Indiana Chapter AHCA
Kurt Anderson (219) 462-3283
Jan Freers (574) 262-1569
- 9/9** 25th Annual Battle of the Brits
Sterling Heights, MI (BOTB) British Car
and Motorcycle Show
botbchair@detroittriumph.org
- 9/9** 27th Annual British Motorcar
Gathering & Picnic, Manchester, CT,
aljlthomson@charter.net
- 9/9** All British Car Festival, British Car
Union, Palos Hills, IL, Jack Feldman,
(630) 515-0377, qualitas@millenicom.
com, www.britishcarunion.com
- 9/13-16** Southeastern Classic XXI at
the Little Switzerland Inn, Little
Switzerland, NC, freestone1@prodigy.net
- 9/13-16** Austin-Healey Northwest
Meet Silverdale, WA, Doug Miller,
enginem@comcast.net
- 9/14-16** 6th Annual Brits in the Ozarks
Car & Cycle Show, Fayetteville, AR,
dschranz@arkansasusa.org
- 9/14-16** British Invasion Stowe, VT,
mgaetano@maainc.com
- 9/15-16** Colorado English Motoring
Conclave Arvada, CO
Steve Hart, (303) 985-2763
- 9/15-16** All British Car Show at Creve
Coeur Lake St. Louis, MO,
Jeff Clinite, jeffjeannine@charter.net
- 9/16** Euros at the Fair,
Lowes Motor Speedway,
larrymcelreath@carolina.rr.com
- 9/21-23** Tri-Healey 2007 Hot
Springs, AR, Richard Salamon, at
tulsasalamon@aol.com
- 9/21-23** Canadian British Classic Charity
Run Cambridge, Ontario, Canada,
www.cbcc.org
- 9/21-23** South East Michigan Austin-
Healey Club Fall Wind Up, Adrian, MI,
Al Fuller, al@bighealey.org
- 9/23** Carolina British Classics, Columbia,
SC, alpine1963@aol.com
- 9/23** 17th Annual Meeting of the
Marques - All British Car Show
Boiling Springs, PA, Pepi Clay
pclay@ycpc.org
- 9/28-30** 27th Fall Round Up - Hosted
by the Miami Valley Austin-Healey Club
Dayton, OH, bish67bj8@sbcglobal.net
or daverob4@aol.com
- 9/29** MGs On the Rocks, MGs of
Baltimore, Ltd. Rocks State Park, MD,
Richard Liddick, (410) 817-6862,
RGL2MGBGT@aol.com,
www.mgsofbaltimore.com

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Do you have questions about Clubs, Service, Superchargers or what-ever? Send your Motor Mail to editor@mossmotors.com or write to British Motoring
Attn: Motor Mail
440 Rutherford Street
Goleta, CA 93117

Where is British Motoring? What's going on with British Motoring Magazine, no new issue since Fall 06, you guys are killing me!
- Thom Piknick, TR4A, Via web

BM: Thom,
Sorry for our absence- We have received many missives just like yours and we wanted to let you know that the issue of British Motoring you are holding is the first edition of our re-designed and internally produced magazine with input from all of the Moss Motors departments. We have redesigned the magazine to reflect what our customers are most interested in. We hope you like it. Look for another issue this Winter.



Good Spitfire Times
10 + years ago I had a Spitfire 1500 Pimento with white stripes and wheels. I took some pictures of it at the Ella Sharp Park Museum in

Jackson MI in the middle of winter. I sent one into a contest you were having. I got rid of that car a few years ago. A couple of weeks ago I bought another '76 Spit. I requested one of your catalogs (it's gonna need some stuff). I received the catalog today and I see my old Pimento and white Spitfire in the snow at Ella Sharp. Good times... Anyway how about a royalty. I'm easy, a Spitfire or Triumph shirt would be cool. I wear a large.
- John Kopf, 1976 Spitfire

BM: John, Congratulations on your new Spitfire. Your shirt is on the way. Owners I have talked to are rabid about their Spits and we hope you enjoy your new one. Send us more pictures. Maybe it will grace the cover of another Moss Motors catalog soon.

Comment about Moss Service:
I just wanted to let you know that I submitted an order at 3:00 pm EDT yesterday, and the order arrived at my home before 1:00 pm today! I have, admittedly, purchased products for my MGB from other vendors in the past, but no one has provided the service that your company does. The combination of price and unbelievable delivery has made me a true believer. I will look no further than Moss Motors in the future for my parts needs. Thanks for the great shopping experience!
Best Regards,
- John Dapp, 1977 MGB, Via web.

BM: John,
Thanks for your note, our customer service and shipping departments in Goleta, CA and Dover, NJ work hard to get every order correctly filled and out the door as quickly as possible each day.

Seeking a Big Healey for restomod fun:

I am looking for a BJ7 that has been converted to a V8 or a car that needs full mechanical rebuild and I will do it myself. Not interested in basket cases. LHD or RHD. Please reply me with pics and I will respond.
- TRobert, Via web.

- BM:** TRobert,
Our resident Healey expert Michael Grant suggests the following sources:
- Austin Healey Club USA**
www.healey.org/mission.shtml
 - Austin Healey Club of America
hwww.serve.com/AHCA/
 - AHCA Forum**
www.bulletinboards.com/message.cfm?comcode=bn247bj8
 - Austin Healey Forum on the British Car Forum**
www.britishcarforum.com/bcforum/ubbthreads.php/ubb/postlist/Board/1/page/1
 - List of Austin Healey Clubs by Country**
www.classic-british-cars.com/austin-healey-clubs.html
 - Nasty Boys website dedicated to V8 Healeys**
www.ntahc.org/modifiedhealeys/

What did you do with your British car this Summer? Send us pictures of you and your car in action. We prefer to receive high resolution digital pictures via email at editor@mossmotors.com or you can send color prints or discs to the address above. You might see it in the next issue of British Motoring coming this Winter. All submissions become the property of British Motoring and will not be returned.



Triumph Spitfire

BY LES BIDRAWN

Photography by Jim Funkhouser



Put a college-age male in a Spitfire 1500, make him wear a sweater, dark sunglasses and place a white Labrador (put a red bandanna round the dog's neck for added effect) in the passenger seat. Now send him driving through a local campus. I did the very thing some years ago and it has marked me ever since. I had women literally throwing themselves in front of the car, begging for a ride. Forget the Camaros and Mustangs of the day—the Spitfire had an intelligent sexiness that often proved irresistible.

Although its production was somewhat hobbled by tightening emissions and DOT regulation, I find the later model Spits to be most desirable. Incredible as it may sound, I even like the late-model 5-mpg bumpers. And while these rubber bumpers completely changed

the appearance of the cars like the Porsche 914, they lend an air of functional elegance to the 1500.

The 1978 Spitfire 1500 I drove belonged to a friend of my father. He didn't like it because he had gout, a painful joint ailment that made it impossible for him to change gears. His loss was my gain. I got so good at rowing through its four-speed gearbox, Nigel Mansel himself would have been jealous. With less than 90 hp, you quickly learn to avoid the brakes unless absolutely necessary. Moreover, the tiny front discs/rear drums tended to heat up fast during spirited use. Better not to use them at all and keep all the hard-earned speed. Steering was fairly direct and despite its diminutive 13-in. wheels, it usually went where you pointed it.

Although the Spit was not unhappy being flogged through

local canyons, I'd often find myself slowing down simply to absorb it all. Its simplistic controls let you concentrate on more important things, like where the next campus was.

Editors Note: Les travels the globe driving, shooting and writing about the coolest cars in the universe as the Editor of European Car. His automotive interests range from water-cooled Volkswagens to BMW's and Escort RS200's. Treat yourself to more of Les at europeancarweb.com.



european car

Customer Loyalty Program Restorations



INTRODUCTION
BY ROB MULLNER

Stories and Photography by
Tony Tiffin, Pete Hylton and Bob Cutting

Restoring a British car can be a daunting task; we have all heard stories of projects that dragged on and on, draining owners' enthusiasm and bank account simultaneously.

To make the restoration process easier and more economical Moss Motors launched the Customer Loyalty program to provide enhanced service and attractive pricing to our custom-

ers restoring British cars.

With an initial order of just \$1500, owners can enroll in the Customer Loyalty program and enjoy expedited technical assistance, personal service from a designated sales representative and a 12% discount on most British parts for 24 months.

Here are entertaining and inspirational stories from our Customer Loyalty program.

I hope you will enjoy them and consider the Customer Loyalty program when you decide to tackle your first restoration or next rebuild project. If you have recently completed a project using the Customer Loyalty program and would like to be featured in British Motoring please send details of your project to editor@mossmotors.com

Plan Your Work, Work Your Plan

BY BOB CUTTING

After having completed a multiple award winning 1960 TR3A, and restless to start another restoration, I started looking through ads in local papers. I looked at several projects including two Healeys and a Jaguar MK2, but they were either too expensive or

in the case of the Jag, too far gone! The next week's edition of the Buy and Sell press had an ad for a 1956 Austin Healey 100-6 BN4 resto project and the price seemed about right. I phoned to arrange to see it but someone else had already put a hold on it. The money hadn't actu-

ally changed hands so I was asked to leave my phone number just in case. Good thing because the bloke couldn't come up with the money. My wife Anna and I drove over to look at it... it really was a surprise! The parts were in about 50 boxes and the aluminum shrouds front

and back were badly corroded. I think the previous bloke backed out with good reason! Anyway, I managed to get the price down quite a bit and the deal was done.



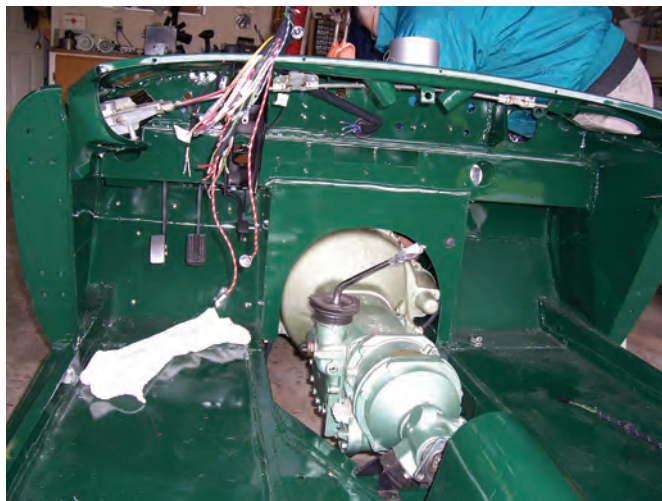
It turned out to be a very early “Longbridge” built model of which few remain. (This was in September of 2005.) The following Saturday, myself and four friends turned up with a U-Haul and took it all away. The clean up and inventory pretty well started straight away, the first

thing was to order a parts catalog from Moss Motors and by the end of the following week, a work plan was in place (I believe in planning your work and working your

plan). First thing was to make up the form blocks for the flanges on the shrouds. These were cut from 1” Phenolic, I used .060 5052 aluminum and after cutting away the corroded flanges, I TIG welded the new flanges in place using the fenders as a jig for final alignment. At this time I also cut off and replaced the complete front and rear sections of the shrouds. While all this was going on, the frame was sent out

for bead blasting. All other usable metal parts, suspension components etc., were bead blasted then powder coated. Then I replaced the floors, sills, trunk floor, complete right rear inner wheel well and both rear side inner panels. All this took about four months to complete. Meanwhile the engine was completely rebuilt including fitting hardened exhaust valve seats, rebor-ing .020 oversize and installing the modified rear main crankshaft oil-seal. I also ordered the carb reamer from Moss and rebuilt the carbs complete with .010 oversize shafts and bushings. After reassembling everything, I welded in an “anti scuttle shake” reinforcing plate from 1/8” 4130 steel I just happened to have lying around.

It now came time to look around for a body shop--the same company that did my TR3A would undertake the refinishing as long as



I didn’t push them, so I gave them the car in pieces in July of 2005 and finally got all the pieces back in May of 2006, beautifully finished in PPG Polyurethane (British Racing Green). Putting the car back together took the following six months during which time Dave Gallagher from Phoenix Upholstery completely redid the upholstery, carpets, dash etc., in Connolly leather. Nisonger Instruments overhauled the gauges.

I should add that I do have some background in aircraft restorations, so was not particularly intimidated by the aluminum work and I have my own TIG welder. The car had its first showing at the All British Field Meet in Vancouver on May 19th 2007 where it received the prestigious Best Restoration award.

This project was monumental, involved about 1000 hours of sweat equity but I can’t think of a more satisfying use of my time (well, maybe one!). The project had two hiccups, the first was an OD malfunction, then a mysterious knock which I finally diagnosed as the harmonic balancer (I guess I didn’t tighten it up enough).

Not long after I completed the car, I couldn’t get the OD to engage, all the electrics were functioning, solenoid engaging etc., so it looked like an internal problem. I managed to disassemble the OD



unit in the car by taking it apart in two pieces! It ends up that the previous owner had someone rebuild the unit but it was never tested--the problem was that the oil pump plunger had been put in 180 degrees out and it wasn’t touching the cam! Had I known this, I could have repaired it easily by simply removing the oil pump and rotating the plunger. Oh well, that’s the way it goes.

Bob works for Toyota in Richmond, British Columbia, and enjoys entering his Austin-Healey in local car shows, where he usually takes top honors.



How to Turn an MG into a Jaguar

BY PETE HYLTON

At the age of 45, I decided on a career change. Leaving a job as an engineer in the aerospace industry, I took a position as a professor of Mechanical Engineering Technology for Indiana University Purdue University Indianapolis, home of the IUPUI Jaguars. One thing I did not leave

program within IUPUI, I was the person he picked to be the program's director. My task included creating both courses and projects for the new program. I decided that we should construct a racecar as a student project. Of course, for that we needed a car. At a Sports Car Club of America (SCCA) conven-

another MGB-GT if I would simply remove it from his barn. As soon as I saw the GT, my instincts told me that this would be the new racecar; despite non-existent floor boards, rocker panels swiss-cheesed with rust holes, and a five story mouse condominium under the hatch. Few who saw her believed in my vision. Nonetheless, with a limited budget, but lots of available student labor, we set off building a racecar.

The first step was to regain some of the structural integrity. After welding steel beams across the door openings to keep the car from folding in half, we cut out all that remained of the rocker panels and floorboards, and completely reconstructed the mid-section of the car. Meanwhile, one of my senior design teams went about designing a roll

Have a picture of the finished product in your mind. When things are looking bleak, close your eyes and picture the end result.

behind was a life-long interest in sports cars and motorsports. When the dean of my school announced his plan to create a motorsports

tion I was speaking about my small collection of MGs ('48 TC, '70 MGB-GT, and '76 Midget) when one of the attendees offered me

cage system that would not only provide driver protection but also further stiffen the car as well. After building a 3-D computer model of the cage and performing finite element stress analyses on it, the team fabricated the bars and installed them in the car.

At the same time the engine had been pulled, and along with a spare that we acquired from a junkyard, we began a teardown and rebuild in the school's Internal Combustion Engines class. Another senior design team took on the task of designing the fuel cell and delivery system. Students from the Introduction to Motorsports class prepared the body for painting and installed driver safety equipment. One of our Computer Graphics Technology classes held a competition to design the graphics for the car, which was won by an Interior Design major. The next semester's seniors reinstalled the engine and rewired the car, building a new instrument panel. By the time the car was painted in school colors of maroon, gold and black, with a large IUPUI Jaguars logo on the hood and jagged claw mark graphics down the sides, no one doubted that a racecar was being born. Those who had helped clean out the mouse condo and remove the floorboards could hardly believe that it was the same car.

In the fall of 2006, just 15 months after leaving the barn, the car now christened "Catherine" or "Cat" for short, had her first shake-down run at an SCCA autocross. She ran hot and was fuel starved at high rpm, but she ran, she won her class, and no major pieces fell off. The debut event had been a low speed event by choice, because no suspension work had been done yet. Over the winter the Vehicle Dynamics class took on that challenge, completely rebuilding the underside of the car, as well as converting the rear brakes from drum to disk.

Tips from Peter:

1. You can turn a restoration project into anything you want. All it takes is persistence, passion, and a good source of parts.
2. For best results, match your car to your objective. I had a choice of three cars when the project to build a racecar began. Despite the fact that a racecar needs to be sturdy, I picked the one in the worst condition. If the chassis needed stiffening anyway, why not start with the car with virtually non-existent rockers and floorboards. That way we could just cut them out and rebuild it the way we needed it.
3. Respect old, rusted parts. Don't throw them away. You may need them to order the right new part, or to serve as a gauge when you fabricate your own. They may also help you figure out the reassembly process.
4. Don't get discouraged. Not even when all the parts coming off are junk and the pile of rust on the floor is huge. Not even when you discover the giant mouse condominium in the trunk. Remember, persistence, passion, and good parts will restore anything.
5. Bond with your car. Every car I own is a personal friend. I name them. I talk to them. Sometimes they talk to me. Don't call me crazy. You are more likely to give up on an impersonal, inanimate object than on a friend. You'll be passionate about working to save a friend. And, passion is one of the three keys, remember.
6. Make notes. Draw sketches. Take pictures. Label things. Eventually it all has to go back together. Don't trust your memory. It, like your car, is not as young as it once was.
7. Have a good, reliable source of parts. A parts car is a good idea. A supplier that greets you as a frequent customer and helps you through your order to make sure you get the right parts is invaluable. I use Moss Motors for the vast majority of my new parts and have never been disappointed.
8. Have a picture of the finished product in your mind. When things are looking bleak, close your eyes and picture the end result. If you can see it, you can do it. All it takes is persistence, passion, and good parts.

In May 2007, almost exactly two years after coming to Indiana, Cat ran her first real race, the SCCA Spring Sprints at O'Reilly Raceway Park west of Indianapolis. The driver was a young lady who holds an SCCA Competition License, and is also an IUPUI Organizational Leadership and Supervision major. In the pits giving signals to her was an IUPUI English major, making the effort not just a completely student team, but a well-rounded and interdisciplinary one at that. The team finished the weekend with a first and a second in SCCA's G

Production class.

The car has been the centerpiece display for several major conferences, proudly displaying her MG logos, her IUPUI Jaguar emblems, and her IUPUI Engineering Technology decals. Although there is still much fine-tuning to do, the work done to date, virtually all by students has been quite impressive. With the right inspiration, concerted effort, (and more than a few new parts from Moss Motors) any project can be accomplished... even turning an MG into a Jaguar.



Fun Is In the Details

BY TONY TIFFIN

September 1972, I was in a small North Georgia MG dealership. Standing on the tiny showroom floor were two brand new MGB-GTs: One a mallard green sweetie with autumn leaf interior, rostyles and rubber mats. The sticker read \$3,600 drive-out! But right next to it was a wire-wheeled English red heartbreaker. It was the British invasion all over again, with factory air conditioning, overdrive, an AM/FM stereo, and those gorgeous wire wheels. \$4,600 was the sticker price. How could I have known, driving my new green BGT home, that this sports car would take me 16 years and 360,000 miles down lifes' road?

Some years pass and I decide to rebuild the car and make it new for my 50th birthday. Cue the famous title music and Rod Serling's voice, "That's the signpost up ahead - your next stop, the Twilight Zone!" I saw on the side of a dirt road a rust orange, all original 1971 MGB-GT with a faded for sale sign taped to the bullet-riddled windshield.

It had red Georgia mud up to its wheel arches and a real live fur interior. This car was headed for the crusher, and I tell myself to keep driving past. I have a nice MGB-GT and it's ready to be rebuilt. I'm the original owner and that's sentimental enough for me. But as the signpost predicted, a wrecker

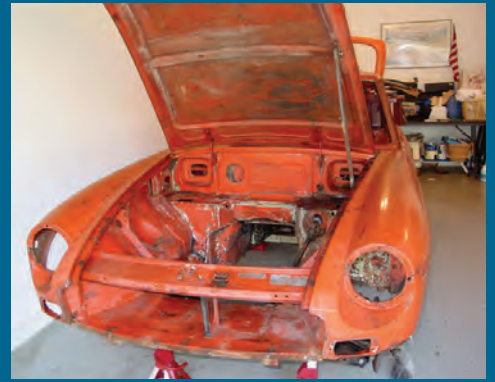


appeared in my rear view mirror, loaded with an orange carcass of a sports car, following me home.

In the last 15 years, I've had a fair share of bad days. An easy reality escape is thinking about an MG rebuild. I tell myself that I need to slow down and relax in a project where I can bring back a piece of my past. Friends and neighbors were appalled at the sight of my project. There goes the neighborhood! But they didn't know what I knew--Moss Motors' toll-free number! When we dropped the car in my driveway it was clear that if I have to pay the price, I want it all brand new when finished. For over thirty years Moss has helped me with British car parts but not whole cars! Two years later we did it and I now have that brand new 1971 BGT. My friends are in awe and the neighbors bring their friends over to see the car.



I used my digital camera and took pictures of everything from every angle.



A wrecker appeared in my rear view mirror, loaded with an orange carcass of a sports car, following me home.

Those who helped: Will the machinist; Kevin, paint and body; Tommy, drive train; and Bud the interior genius.

They all still have a strong passion for the MG and it was fun to meet and work with them all. In the last 35 years parts have been much better made with up rating available for most. And then there's Moss Motors. From the first call explaining my goal, Moss was with me every step of the way. They put me in their "rebuilder" program, gave me nice price discounts and free shipping, and assigned me with an in-house technical advisor. The project was easy enough. Moss sent me the parts, I turned the wrenches and Blaine Graham schooled me on the finer points of restoration. Blaine didn't just tell me how to do it but taught me the reasons why. I would have never dreamed how much fun this project was and every moment was a joy. I did not limit myself to a time frame and there was much fun to be found in the details.

Surprises? There were many, mostly pleasurable. Back in the 1960s and '70s people loved the MG. My favorite surprise was the least expected—It's when a total stranger, grinning ear-to-ear, compliments my MG. Many people

still have this love affair and I take great pride in owning this car. I will always keep the car. I love to drive and experience the fun the MG gives you on the road. As far as my original 1972 BGT, we'll make it new and soon. I learned a great deal from the rebuild and found that small projects can in themselves make a big difference in the MG. What I learned the most is that the real fun is in the doing! Have some fun and do that restoration!



A big tip: I used my digital camera and took pictures of everything from every angle. Sometimes, even the worst picture has the information you seek. You cannot take too many pictures before the work begins! You will be very surprised how often you refer to

them during the rebuild, or project of any size. These pictures can be enlarged, and especially when it comes to wiring they will be a lifesaver. It seems that every MGB has its unique "something" and pictures will be more handy than any manual when it comes to your specific car. It is also a blast to see the before and after because you can see your work and feel proud. Pictures are worth gold when it comes to rebuilding your car.



My friends are in awe and the neighbors bring their friends over to see the car.



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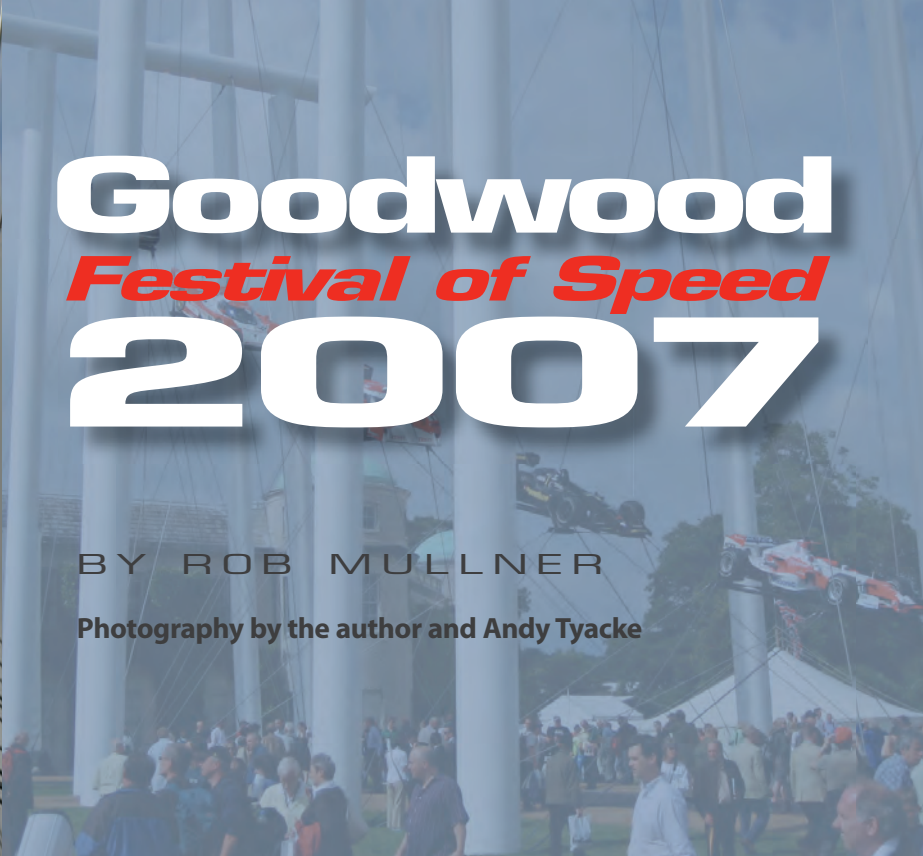
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Goodwood *Festival of Speed* 2007

BY ROB MULLNER

Photography by the author and Andy Tyacke



If you are a car fanatic there are a handful of major events at the pinnacle of motorsports ecstasy. The Indy 500, Pikes Peak, Monterey Historics and Pebble Beach Concourse, Sebring 12 Hour, Le Mans 24 Hour, Monaco Grand Prix, Daytona 500, Detroit Auto Show, Monte Carlo Rally, Isle of Man TT, Long Beach Grand Prix, Woodward Dream Cruise--these are nirvana-like, real car (and motorcycle) guy events. While the list is long and diverse, virtually all of these events are one-dimensional; revolving around a time/distance race or pretty cars parked somewhere.

Fantasize for a moment about the ultimate car event--what kind(s) of racing would it feature? Would you have a car show? If so what era would you cater to? What about star power? Would you have the mojo to pull in the big name drivers from disparate racing series from around the World? Any new cars? Luxury lifestyle appeal? Car guy shopping? How about ride and drives? Top notch food and drink?

Well, I'm here to tell you that someone had read all of our minds

like comic books and car parts catalogs assembling our daydreams into internal combustion powered reality and it's called the Goodwood Festival of Speed. As the finale of the UK Tour (please see the story in this issue) Andy Tyacke at England Specials arranged for our group to attend Goodwood on Friday and Saturday, June 22 and 23.

I have read many reports about Goodwood and most focus on the hillclimb aspect of the event. While this is the centerpiece there is so much going at Goodwood you barely know where to begin looking. Imagine the Superbowl and Woodstock happening at the same time and place; that might give you a better grasp on the magnitude of this event. It is simply the best car event I have ever attended.

To give you more perspective on how this happened, let me share a little history before we get into the good stuff. Back in 1936 the 9th Duke of Richmond (who won the Brooklands Double 12 race five years before) held a private hillclimb race through Goodwood Park which led to the opening of the

Goodwood Motor Circuit in 1948. The Duke's grandson, the Earl of March, is a motorhead and decides to re-introduce the hillclimb in 1993. The first event was attended by 25,000 and the event has grown into a full-fledged monster with attendance topping 150,000 over three days.



What makes this event so awesome is how multi-faceted it is, catering to every kind of motoring enthusiast--do you love rally cars? Great; head over to the Forest Rally Stage to see the likes of Paddy Hopkirk, Michele Mouton, Colin



McRae and Stig Blomqvist doing their thing on a custom built course carved out of dense forest on the Goodwood Estate.

Oh and they added a jump this year--just a little jump.

Cars of all sorts were zipping through the forest and some of my

reluctantly pulled myself away from the rally stage and headed over to take in the hillclimb.

With 23 classes and 350 competitors, the breadth of cars and motorcycles running up the "Earl's Driveway" was breathtaking. Drivers leave the start line and run

down at a leisurely pace, affording another chance to see even more.

While most cars are there to compete for an official time, some are just there to wow the crowd and the assortment is incredible, beginning with the century-old Panhards, Delages and Bentleys from the dawn of racing to the brand-defining cars from Jaguar, BMW, Porsche to the most current, exotic, swift and expensive carbon fiber clad Formula One rockets and everything in between. What made the hill climb so cool was that the drivers were enjoying the spectacle as much as the crowd. Goodwood is hoon heaven and big smokey burnouts and wheelies abounded.

And yes there were a few crashes.

From the Hillclimb I moved over to the paddock, getting up close to just about every great racecar

"This is the best car event in the World."

favorites were the earlier rally cars like a TR7 V8 and a big Healey.

As if that wasn't enough you could roam the paddock and get right next to the cars and the drivers--I couldn't help but get Paddy and Stig to sign my grandstand ticket. Goodwood affords the average fan incredible access to the cars and the drivers.

up a narrow paved path snaking 1.16 miles through the Estate, past the Goodwood House and the adoring crowd in the grandstands. By the way, the standing record set in 1999 is 41.6 seconds to the top of the drive, set by Nic Heidfeld in a McLaren-Mercedes F1 racer. People are stacked cheek to jowl along the course with hay bales and well



I had watched WRC on SpeedTV (before they went all NASCAR all the time) and enjoyed it, but being here just a few feet away from the action was completely different. I was hooked!

With so much more to see I

placed marshals keeping the cars and spectators barely separated. On Friday the cars practice at one minute intervals for non-stop action. Each car was allowed two runs up the hill on Friday and after the cars go up the course at speed they come

known to man. The paddock areas are laid out in clusters with cars of like era and pedigree sharing space. I began with the Brooklands Giants display and took in the lunging beasts that conquered that famed circuit 100 years ago.



From there I moved to the Classic Endurance Racers to see the long distance runners from Aston Martin, BMW, Ferrari, Jaguar and Mercedes-Benz that took on the Mille Miglia, Carrera Panamerica, Le Mans and Sebring races.

The paddocks stretched on, each one holding treasure after treasure. The Evolution of the F1 section illustrated just how far design and technology have evolved over 25 years of intense competition. Developments like stressed aluminum skinned monocoques, ground effects, composites and the incredible Cosworth DFV engine were imagined and perfected in this era. Drivers including Jim Clark, Graham Hill, Jackie Stewart, Niki Lauda and Mario Andretti drove these cars to greatness and set the stage for the modern F1 cars with their massive amounts of power and engineering.



I had to see all the cars the way a greedy kid wants every confection at a candy store, figuratively pushing my nose on the glass and pointing at these great cars that I had seen from afar. I moved from paddock to paddock in a sugary stupor,

taking in Group C prototypes, then Pikes Peak climbers and onward to American Stock Cars, International Racing Saloons and Can-Ams. It was the most extensive collection of great racing cars and motorcycles ever assembled. That might seem like a big boast, but I haven't thought up a better way to put it.

As the weather often does in England, Saturday saw a tremendous downpour which briefly stopped the action on the track. Fortunately there was a vendor midway featuring all of the new car brands in elaborate temporary displays usually reserved for International auto shows. So I took shelter in the Toyota Motorsports exhibit while thunder and lightning rang out.

Since Goodwood is all about beautiful horsepower in every form, it made sense that the Royal Air Force aerobatic team, The Red Arrows, would fly over and put on a show for the crowd. Although briefly postponed due to weather, when the Red Arrows were cleared to fly they put on an amazing display—swooping, diving, twisting and spinning their way across the grey sky. The audience loved it.

After the clouds cleared I made my way past the MG-laden Bonneville Salt Flats display and started shopping among the purveyors of car art, die-cast models and accessories that had descended upon Goodwood.

After an hour of perusing I had barely scratched the surface of the myriad of automobilia offered. My wife would have loved the designer jackets, blouses and purses mixed in with all of the car gear.

As my Saturday visit began to wind down I made a mad dash past the Earls House to the Cartier sponsored concours area overflowing with amazing iron from all over the world. A stop by the Ferrari cars and art display celebrating their 60th Anniversary was impressive.



Ferrari had commissioned artists to depict their finest racing moments on canvas. Finally I sauntered through the Supercar paddock featuring every modern dreamcar available and a few I had never heard of.

On the way back to the carpark to catch the bus back to the hotel I realized that I had seen a lifetime's worth of cars and racing in just two days. Every car guy must go--I'm looking into chartering a plane for next year--any takers?

1962-1976 MGB Air Conditioning Kit

BY SHAWN CARLBERG

Photography by Moss Motors Staff



Owni ng and enjoying an old British classic requires certain pragmatism. There are aspects of the driving experience that will not measure up to modern motoring. Cabin comfort in the summer will be different in your MGB versus your minivan. While your minivan can haul a passel of family in complete comfort it will never top your MGB in the sport and style departments.

So what can you do to make your MGB more comfortable on a summer drive? Just install the new Moss Motors A/C kit on your 1962-76 MGB.

Designed by our R&D department, the system uses modern components to effectively cool your interior while taking up a minimum of space. With a steady stream of

cool air directed at the driver and passenger, your warm weather driving will be much more enjoyable, arriving at your show or event feeling energized, not exhausted.

The kit is based around a modern air conditioning compressor that several new car and truck manufacturers use which operates with the environmentally friendly R134a refrigerant. Featuring an electric clutch for maximum effi-

ciency the system requires only five horsepower when operating at full capacity. In the event of a pressure spike or sudden loss of coolant the system includes a high/low-pressure protection cutoff switch to protect the compressor. The compressor is mounted to your engine with laser-cut 4135 steel brackets for a clean installation with or without a smog pump.

Under the hood the system looks factory installed and is a major improvement over the dealer systems common in the 70's.

The first component that catches your eye is the American made aluminum condenser and electric fan located with CNC-bent brackets directing airflow through the radiator for maximum heat transfer. To the left of the condenser is the receiver-dryer, which separates liq-

High efficiency compressor uses modern refrigerant- environmentally friendly R134a

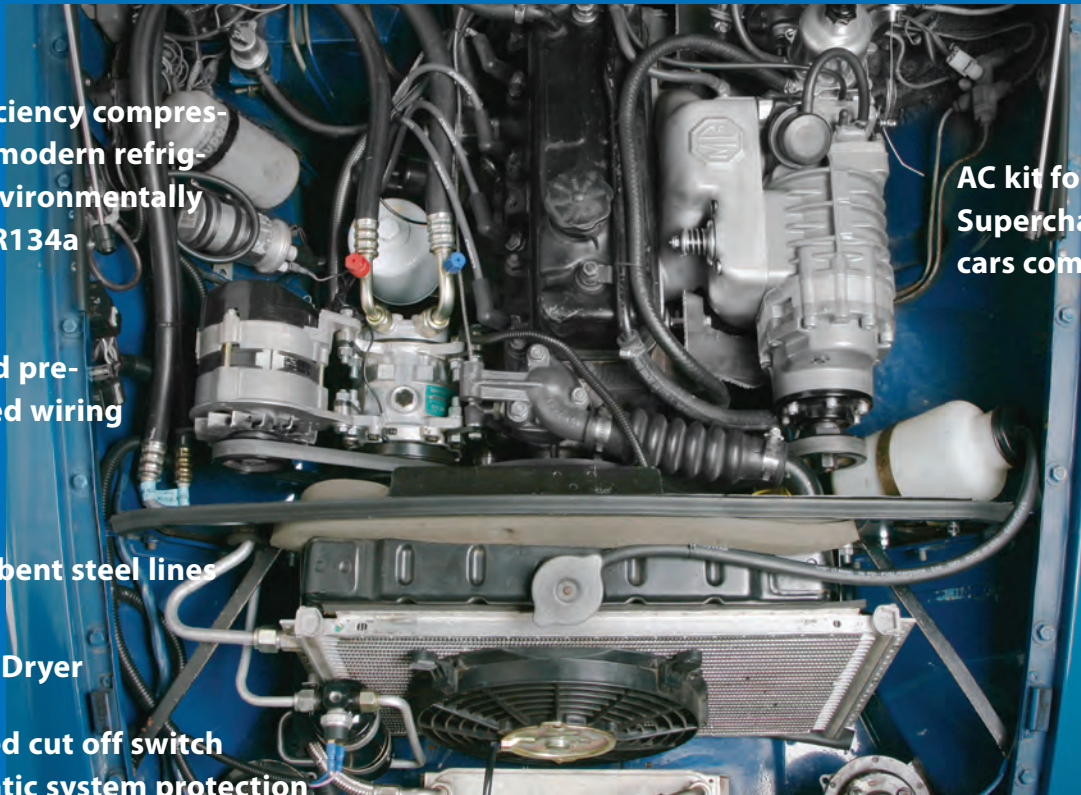
Fuses and pre-assembled wiring harness

Mandrel bent steel lines

Receiver-Dryer

Integrated cut off switch – automatic system protection in event of refrigerant loss or high/low pressure

AC kit for Supercharged cars coming soon



Condenser – Made in USA

Thermostatically controlled electric fan

fluid from gas and keeps the system clean and free of moisture. The electrical connections to tie the AC kit to the wiring harness are pre-assembled. When compared to the dealer systems, the Moss kit and its state of the art components will produce cooler air with less stress on the engine.

connect the OEM-style lines and hoses to the custom-built evaporator box that supplies chilled air to the cabin. With the Moss kit, existing blanked holes in the firewall are used to route the lines for a clean installation. 1975-76 vehicles require relocation of washer bottle and drilling of the firewall.

vents located at your discretion to direct airflow. A three speed blower motor governed by an integrated thermostatic compressor control lets you choose how much chilled air is swirling around your MGB.

If you enjoy driving your MGB in warm weather you will love this kit. It's easy to install with our



No cutting or permanent modification to the firewall is required to

Moving to the interior, the evaporator box is located under the dash on the passenger side and was designed to minimize interference with passenger legroom. The evaporator feeds four under-dash

detailed instructions and completely reversible if you choose to return your car to its original configuration. The Moss part number is 363-400. The retail price is \$1795.95.

How to make your MGB more comfortable on a summer drive.



Racer Girl

BY KELVIN DODD

Photography by the author

Welcome to a new British Motoring feature called Heroes. In each issue we will introduce you to a person who promotes or fosters interest in British cars. The personalities will come from all over the hobby and have at least one common thread, a passion for enjoying British motoring. In the case of our first hero Colbi Bradley, her preferred form of motoring is racing.

I had a chance to meet 18 year old Colbi at the Mitty Classic and

was immediately impressed with her choice of racecar and her cool, calm demeanor. Considering it was a sweltering spring day and she was in full race uniform this was doubly impressive. Her father Jay was a crew chief for an HSR team, so it was natural that he would point Colbi towards the series to begin her sportscar racing career.

It turns out that Colbi was competing at the Mitty to qualify for her HSR racing license and the car she was running had significant racing experience in the hands of Jerry Richards of MGVR. I thought it was a very interesting choice to pair the freshman from Georgia Tech with a 35 year old MGB V8 GT race car.

Colbi proved more than ready for the challenge. She has experience racing karts and told me that her father, who provided much of her motorhead inspiration, built the first of many karts for her when she was just four years old.

Karting has launched many racing careers and served as the first step into professional competition for household names like Tony Stewart, Danica Patrick and numerous oval and road racers. Via programs like the Red Bull Challenge, American Scott Speed rose through the ranks to a Formula One gig! Once they have broken into the big leagues many racers continue karting to stay sharp.

Colbi moved through the kart world and reached the upper ranks of competition in the 125cc shifter kart class. With a tremendous power to weight ratio and telepathic handling a shifter kart seems light years away from racing the MGB V8 on the demanding Road Atlanta circuit. According to Colbi much of the basics of karting apply to road racing but there are some significant differences. The most pronounced was dealing with the suspension (since shifter karts





“This racing rookie has learned quite a bit from the veteran MGB.”

don't have suspension) and the ride height. While we think of an MG as low to the ground, it's nowhere near the ground-skimming level of Colbi's kart. She says, "The MGB feels like a monster truck compared to my kart."

Jerry Richards owns the MGB V8 GT you see here and it's quite a machine. Jerry has raced the MGB in vintage races all over the U.S. Jerry has provided more than a car for Colbi, she tells me that he has been an inspiration and his racing background has been very helpful translating her karting experience and technique into road racing.

Colbi told me that her favorite thing about the MGB is its historical value. She relates that many new racers in her age group are stuffed into new cars with state of the art equipment adding layers between the car and driver. She believes that the MGB's lack of modern technology like data acquisition or carbon brakes

lets her directly experience what the car is communicating to her while lapping the track. This racing rookie has learned quite a bit from the veteran MGB.

When I asked Colbi what advice she might share with aspiring vintage racers she didn't hesitate, "Go for it! HSR and SVRA are like big families always looking for new participants." She added that if you need to locate a car or other information the HSR website is very helpful.

Most racers I have met have a clear set of goals that they use to measure their success and Colbi is no exception. Her plan is clear and concise, she wants to get her HSR competition license and race professionally, most likely sports car road racing. She adds that she feels an affinity towards open wheeled cars because of her karting background.

While studying Business Management at Georgia Tech, Colbi wants to intern with

a NASCAR team in nearby Charlotte. She says that if she doesn't pursue driving as a career she would like to manage a professional racing team. This young lady has a plan and a schedule. The MGB is a stepping stone towards bigger and better things.

It's ironic that the Bradley family doesn't have one British car on its resume (that she can recall) and Colbi believes the MG is the first British car she has driven. I doubt it will be the last.

Editors Note: Do you know someone who is Hero material? Please send a brief note outlining the person and their contribution to British motoring to editor@mossmotors.com



9th Annual No Frills

IRON BOTTOM MOTORING TOUR

BY ROB MULLNER

NFIBMT Logo by Mike Andrews. Photography by the author.

The phrase “Iron Bottom” doesn’t conjure good things, to some it’s an insult and to others it’s just offensive. As a TR6 owner and driving enthusiast I proudly wear the Iron Bottom mantle, let me explain why you should too.



Nearly 10 years ago a couple of car friends became fed up with

the swanky high dollar vintage rallies that began to pop-up in and around California. Distraught that fellow car guys were being charged exorbitant rates to drive their cars on public roads, Ed Pasini with Jack and Margaret Brown launched a loosely organized, bare bones operation they named the No Frills Iron Bottom Motoring Tour. Their concept was brilliantly simple--assemble a group of guys with cool old cars and drive two days and 1000 miles across scenic and little used California back roads

Their rules were... Well there were no rules, just a few guidelines: paramount was that your car had to be pre-1976. It didn’t matter if you were rolling an MG, Mercedes or Mercury Montego, as long as it’s from before this country’s Bicentennial you are in the club. No entry fees or lengthy applications,

no scrutineering, just show up and drive.

I first heard about this event through the automotive underground; a friend of a friend had mentioned that a friend had taken part in the previous years event and had a great time.

It sounded much too good to be true; how could an event like this have eluded me for so long?

There is no advertising, just a few mentions on the web and word of mouth. After a little bit of research I found some information on carnight.org linking to a few photo galleries and a brief line listing in Miss Information. It appeared legitimate, a free event that lots of cool old cars had gone to and everyone had a great time. To complete the legend they even had an Oldsmobile Vista Cruiser station wagon (just like my Aunt

Maria and Uncle Gabe had owned) serving as the bar car to celebrate the end of each days 500 miles.

I began to prepare my car for the journey which began at the Rose Bowl in Pasadena on Thursday April 12 at 7am sharp. I had recently fit the Moss Motors supercharger kit to my TR6 and it was running great. An oil change, u-joint greasing and wash and wax completed my pre-trip prep. From there I began to coax, coerce and pester my old car friends to join me. Most dismissed the notion of driving 1000 miles over two days "just because." My friend Paul told me that he needed "a reason and a destination," and without one he wasn't interested in coming along in his pristine BMW 2002.

Realizing that there are different kinds of car guys in this world I understood that not every old car owner/enthusiast likes to "just drive," but I have always been ready and willing to jump in the car on a lark. I saw the Iron Bottom as a chance to commune with other car guys and enjoy my TR on deserted twisty roads and experience parts of my home state that I rarely see.

Arriving at the Rose Bowl at 6:30am old cars littered the street like unwrapped presents under a Christmas tree. From an immaculate E-Type and Lamborghini Muira to an armada of Citroen DS's; rough and ready Mustangs shared the street with all manner of Porsches; a couple of MG's and Datsun Roadsters and Z cars were there too.

One friend of mine was courageous enough to accept my challenge. George Weigand and his sweet green TR4 arrived just as I was parking my 6. We greeted each other, then walked over to the drivers meeting area to grab a snack and listen to Ed address the crowd through his bullhorn.

His instructions were brief and he directed everyone to grab a routebook from the nearby table, suggested that if you have a car

club nametag that you put it on, and after honoring a few car guys that had pulled into the great garage in the sky, sent the crowd on its way.

Ed had charted an interesting way to get to Paso Robles that night via backroads. Or you could always go your own way if you felt like it. Day two would take a coastal route that would wind its way back to Paso Friday night to complete the thousand mile ramble.

The Thursday drive was entertaining with mountains, plains and the oil patch town of Bakersfield serving as our lunch stop (it's on your dime, so live it up), and the afternoon took us onward toward Paso Robles via beautiful twisty roads with little traffic.

To celebrate arriving in Paso I stopped at Meridian Winery, tasted a few varietals and purchased a sweatshirt for my lovely wife. It's always smart to come home from a big car event with something non-car related for the missus.

Pulling into the Black Oak Motor Lodge, participant cars dominated the parking lot and the Vista Cruiser bar car was the hub of activity. Steve Abernethy, the master of the bar car, asked me what I wanted to drink; I asked for an icy cold beer and his wife Cynthia handed me a chilly bottle. I thanked both of them and inquired about the heritage of their Vista Cruiser. Cynthia told me that she recently rebuilt the motor herself! I was truly among car people.

I cruised over to my car and popped the hood to check fluids--and once the hood went up fellow Iron Bottom Tourers asked about the supercharger set-up for the rest of the evening.

The next morning I went over my check list and prepared to warm up my TR. As I pulled away my car started to sputter, like it was missing a cylinder or two. Upon checking all of the usual suspects like plug wires and fuel filters without finding a culprit, I took one more lap around the

parking lot to determine if I was ready for another 500 mile day. Unfortunately my trouble persisted and after consulting Moss Motors R&D wizard Mark Luis, I decided to have my car flat towed to Goleta so Mark and his crew could take a look. After a brief diagnostic, lead mechanic Tim Barnett traced the intermittent sputtering to a faulty ignition switch. A new switch later I was back on the road.

It sounded much too good to be true; how could an event like this have eluded me for so long?



Although my Iron Bottom Tour was cut short I enjoyed the trek and will be back for more next year. The date has already been set, the 10th Annual No Frills Iron Bottom Motoring Tour will happen April 10-11th 2008. If you have a pre-'76 British car consider this your engraved invitation to join the fun. I can't wait to see what Ed, Margaret and Jack cook up. Look for my white TR6; tell 'em Rob from Moss sent you.



ORIGINAL TOOLING LOCATED

MGB Triplex Windshield

BY PAT FEWELL

Moss Motors Corporate Purchasing Manager
Photography by the author



Michael Grant and Pat Fewell

When customers began to complain about fitment issues on our MGB windshields, Michael Grant, our Product Quality Manager, alerted me to the issues our customers were struggling with. As we reviewed the reported issues he test fit Moss Motors windshields without problems but realized that most installers saw so few MGB's that they lacked the requisite

Michael then researched and wrote a comprehensive instruction document to accompany it.

After an exhaustive search I found that upon changing hands four different times, the original tooling, dies and Triplex logo are under the ownership of Pilkington Classics, a division of Pilkington Group, a leading producer of flat and automotive glass around the World.

I traveled to Pilkington Classics and met their staff of fourteen employees in the town of Queenborough, on the Isle of Sheppy, in the county of Kent in England. If you are imagining a scene of emerald green grass where snow white ewe lambs graze on rolling hillsides then wake up. The Isle of Sheppy is in the Thames (pronounced 'Tems') estuary, which is the place where the brown water of the River Thames meets the grey water of the English Channel to form a sort of murky soup. It's like Cleveland without the charm. They have been making windshields there since the 50's and have almost never thrown away any

tooling. They don't do mass production but do have a treasure trove of windscreen tooling for classic British Automobiles.

I went there in search of the perfect MGB Windscreen. We have had complaints about the quality of our windshields for years and have tried sources from all over the globe. But let me back up. I was wearing my feet out at Automechanika last year and came across the huge, very impressive booth of Pilkington Automotive. Usually I walk right on by these kinds of displays because a company the size of ours typically can't do business successfully with massive enterprises. What caught my eye was a little brochure at the bottom of a display case that advertised Pilkington Classics, OE quality, low volume windscreen production. I knew I had to go see this place for myself. For one reason or another it took me a while to get in touch with the General Manager, Peter Swann, but eventually we set up a time when we could meet and I could get a tour of the factory.

It was completely charming,

“I went in search of the perfect MGB windscreen.”

experience to install the glass and its rubber channel correctly. Moss had sourced glass from all available sources but each seemed to have its own variations in thickness, curvature or clarity. I set out to find the original MGB windscreen tooling so that Moss Motors could provide the highest quality glass available.

Peter Swan was gracious and funny, and he took me all around the shop. I saw the tooling rooms, the cutting area, the bending dies, the oven, the autoclave and the testing room. There is a wealth of experience in the staff. As I said before, they have a huge stockpile of old production tooling for classic cars. Pilkington bought all the old Triplex tooling from the Kings Norton factory in Birmingham. For the MGB owner these tools, and therefore these windcreens, are the most original available anywhere. They are making the early windcreens in clear and the late ones in both clear and green tinted, they will have the Triplex logo, and should be available by this fall.



UP CLOSE



Original test fixtures confirm that the glass produced matches the original pattern. For the finishing touch, Original Triplex logo is sandwiched between the glass layers and poly butyryl safety layer.



Original templates called "run rounds" are used to cut inner and outer layers of MGB windshields from flat glass stock. These bending dies are coded to match the run round pattern. When heated in the oven the die ensures the correct windshield curvature.



England Tour



BY ROB MULLNER

Photography by Tim Suddard, Andy Tyacke and the author

I just lived the car adventure of a lifetime-

Via Moss Motors, Classic Motorsports Magazine and a fine tour company called England Specials, I just experienced the ultimate summer vacation; part classic British road trip, part world-whirlwind and all new and strange. From California, Colorado and as far as Texas and Florida, six teams of spouses and friends chose to plunge headlong into this adventure alongside me.

None of this would have happened without the passion and expertise of two special people. I must give much credit to our renaissance man of a tour organizer and guide Andy Tyacke of England Specials. Andy orchestrated a bunch of Americans across hundreds of

miles and three hotels without one mishap or misplaced make-up bag. The other person to acknowledge is Tim Suddard, the publisher of Classic Motorsports Magazine. Without his vision and ninja-like sales skills Moss Motors wouldn't have been roped in as a sponsor and I wouldn't have experienced this exciting journey. As if that's not enough incentive to book passage to the UK, Andy also arranged a private tour of the Morgan car factory and two days at the Goodwood Festival of Speed!

To ensure a truly memorable drive you should have the opportunity to choose your favorite English classic car to pilot, so Andy arranged for multiple classics to be available, such as Triumphs and Jaguars as well as an Austin Healey,

Alvis, Mercedes and a lone Ferrari. Britannia prevailed and our group was made up of mostly British car owners and enthusiasts

So allow me to start at the beginning. I arrived at Heathrow Sunday night, checked-into the first of three hotels arranged by Andy and rested. We were scheduled to pick up our cars late Monday morning.

DAY ONE

Monday morning arrived and we loaded up in a van for a drive through congested London enroute to Lamberhurst to pick up our cars. I had discussed my car choice with Andy previously and I chose the Jag for two reasons; I have always lusted after one and it makes business sense as Moss doesn't sell Ferrari parts.

2007



The windows
are down,
the weather
is balmy and
I feel like
Steve freakin'
McQueen...

From left to right:
Bill and Teri Cardell of Palisade, CO
in the Mercedes-Benz 280 SL

Larry and Judy Thomas of Fairview, TX
in the Triumph TR3A

John and Jill Grace of Lubbock, TX
in the Austin Healey 3000

Rob Mullner of Yorba Linda, CA
in the Jaguar XKE Coupe

Tommy, Katie, Margie and Tim Suddard
in the Alvis TE21

Tom and Nancy Harrison of Waco, TX
in the Jaguar XK-120

Rick Stevens and Rachel Hawley of
Fountain Valley, CA in the Jaguar Mk II saloon

Each touring team received a briefing on their car and any intricacies or idiosyncrasies to its operation. Various tops were folded and stowed and warm up procedures were discussed in detail.

As most of our group had not driven on the other side of the road before, there was a fair amount of talk about roundabouts, rights of way and just how much a new Jaguar bonnet would cost (both in USD and Pounds Sterling).

Fortunately, Andy imparted a few words of wisdom and arranged for a pub lunch just a few miles away from our car pick up location. Later I would understand the reason for this short jaunt.

Regarding the Jaguar, my instructions included a cursory review of the gauges, sliders and

switches layed out across its expansive cabin, with particular attention paid to the choke and boot latch. The long sleek bonnet has a twist/pull latch on each side of the bulkhead that allows access to the engine compartment and I was instructed to top the cooling system with water each morning before starting. That's it. I was expecting a longer list for a 41 year old classic car, but I was cleared for departure.

Upon firing the engine I snicked the gear change into first and let out the heavy but surprisingly progressive clutch. I was amazed at the responsiveness of the Jaguar and how rapidly it collected speed. I also was reminded why most professional racers have small feet--my size 12 boats were crammed into the pedal box and I learned to twist my right

foot at just the right angle to fit my shoe onto the accelerator right up against the bulkhead.

With a complete book of our events and a comprehensive UK road atlas (both provided by the ultra-organized Andy), I was prepared to tackle the route from Lamberhurst to the first of many pubs we would frequent for tasty lunches and refreshing beverages. But a funny thing happened on the way--as I cruised down the one lane road from the car rental barn onto the "B road," I encountered my first roundabout and all of my instincts and training went flying out the window! A panic set in as I tried to steer the shapely, expensive and expensive nose of the E-Type onto the second "spoke" of the traffic circle. With other traffic yielding

and flowing in an orderly fashion I was completely thrown for a loop and took the next spoke, taking me in the wrong direction. The second time around was much easier and I approached, yielded and turned like a good tourist and found our first pub stop, The Swan.

As I joined my group of fellow adventurers already seated, I real-

ization of the significance of the Battle site; the most important war in English history occurred on these grounds. If you are a history buff, you will be pleased with the sites that Andy selected for inclusion in the tour and with his background in education. He is truly a renaissance man who can discuss an impressive range of English history

for a few minutes I was ready to hit the road. As our group snaked out of the Hillside parking lot I reviewed my route book and map confident in my direction. While that feeling would be short-lived, it did feel good at the time.

Our first scheduled stop was at Stonehenge, about 30 miles away, and after a brief bit of two-lane we wound up on the first real Motorway of the trek.

Andy's route book directed me onto the M3, and when I pointed the Jag and mashed the accelerator the E-Type came alive. This 41 year old car doesn't know it's old! The Motorway was wide and smooth and the Jag was eating it up, in top gear the tach indicates 3,000RPM and there's plenty more if needed. The windows were down, the weather was balmy and I felt like Steve freakin' McQueen. Enjoying prodigious amounts of classic British straight six with triple SU power I understood what it must have been like to race or drive an E-Type when it was unleashed on an unsuspecting world. Tim Suddard would tell me later on the drive that he considers the E-Type to be one of the first Supercars and after experiencing this Jag at highway velocity I must agree with him.

While motoring to Stonehenge I passed a few of my fellow adventurers and realized that I got ahead of the group, so I eased off the throttle to take in more of the beautiful countryside. Everywhere I looked green rolling hills, trees and assorted cows and sheep decorate the vista. The next road sign got my attention proclaiming "Thruxton Circuit, next left".

I decided to take a side trip to what I thought would be an old, quiet racing circuit. As I rolled up to the gate it resembles most other tracks I have been to, a small out-building or two and a tunnel to the infield. Emerging from the tunnel I entered a bustling, busy world of



ized I wasn't alone in my misguided ways as most of the teams had erred in a similar manner. Andy let everyone know then that the timing of the car pick-up and the nearby pub lunch was no accident. From touring experience he found that once we got over the initial shock of driving on the opposite side of the car/road we would be more comfortable and in tune with the traffic flow. You have to love a tour master who knows how you are feeling (stressed) and how to help calm you down via a nice relaxing lunch in a quaint old pub.

Departing The Swan with calmed nerves and a full belly, I prepared to mount the big door sill of the Jag and get into my seat behind the huge yet spindly wooden steering wheel, feeling much better about what lay ahead. Our next stop would come nearly 100 miles away at a very significant historical site, the Battle Abbey site of the epic combat of 1066.

Space doesn't permit a complete

with a neophyte or Anglophile.

From the Battle Abbey we motored on towards Guilford and our new hotel, the Hillside. We had a great dinner and the Hillside staff was friendly and attentive. Turns out that the "English food is terrible" thing is a misnomer as every meal on this journey was delicious, and the majority of beverages that were supposed to be cold were in fact chilled.

DAY TWO- from Guildford to Stow on the Wold, via Stonehenge

On the second day of the journey I'm feeling much more comfortable with the E-Type, having tilted open its enormous bonnet to top off the water tank and check oil. I noticed that somebody had cleaned my windshield and it turned out that Tom from Waco became everyone's hero on the trip when he would clean windshields each morning—thanks again Tom!

Once the Jag had warmed up

modern sports cars circulating the historic track. I wanted to get the Jag on the track for a “victory lap” but that wasn’t in the cards.

It turns out Thruxton is busy with cars on the track, and they offer multiple track experiences, including driving schools and hot laps in your choice of Aston Martin, Lamborghini, Ferrari and Porsche

for me. I was very grateful for his help, the food was excellent (again) and I thought it would be easy to get back on track. When the owner returned with five pages of directions I understood just how lost I was, about 50 miles off course! After paying for lunch and profuse thanks to the owner I was back on the road.

with Tommy folded into the coupes’ vestigial back seat for a very entertaining ride from Stow to Malvern, where Morgan has been headquartered since 1919.

With the Jag’s prehistoric 8-track tape player on the fritz, the father-son team was like in-car entertainment as they debated our route. It made me think about what kinds of



among others. On the way out I staged my own impromptu photo-shoot.

Heading back onto the M3, I caught up with my fellow adventurers at Stonehenge. The images that you have seen of this ancient landmark don’t prepare you for the size and scale of this monument.

As you close in you begin to get a sense of the enormity of the place and just what an undertaking this project must have been some 4,000 years ago. Departing Stonehenge our next stop was to be lunch at Avebury via Devizes, just 26 miles away.

This is the part of the trek where I got much too comfortable and took my eye off the ball. I missed my turn and compounded my problem by continuing on thinking that I could pick up the route. Stopping at a pub for food and directions to Stow on the Wold the proprietor shook his head and laughed at me. Then he told me that while I was eating lunch he would “get on the broadband” and run a Mapquest

It was easy to get lost on these roads since they were such a pleasure to drive fast or slow, beautiful asphalt ribbons with lush green canopies draped over them.

Finally three hours after my post-lunch adventure began, fatigue mixed with frustration set in and I was ready for my hotel, a pint, dinner and bed, in that order. Fortunately signs for Stow appeared and I was able to meet up with my fellow adventurers at the Unicorn Inn to complete my long, lost day.

DAY THREE

After a good night’s sleep I felt prepared to take on the English countryside all over again, and to ensure that I didn’t get terribly misplaced on this day’s trek Tim and his son Tommy volunteered to navigate for me.

One of the highlights of the tour was the Morgan Car Factory and I was looking forward to seeing the oldest continually operating hand-builder of bespoke sports cars in the World. So we piled into the Jag

British car adventures I might have with my two daughters when they are old enough for this kind of fun.

After a few wrong yet very scenic turns through beautiful undulating countryside we landed in Malvern and with the gracious help of a few pedestrians we found the Morgan factory and the rest of our group, and began our trip back through history when cars were built by hand of wood-ash to be precise.

As we departed the Morgan factory and headed to our next delicious pub lunch Tim and I discussed a quick side trip to the Heritage Motor Museum and Center in Gaydon, about an hour from Malvern. After a quick consult with our road atlas we found a part highway part B road route to the Center. Arriving at the Center my anticipation was growing; I have read many stories about the Center and its eclectic mix of cars.

To put it simply, if you are a fan of the cars that Moss Motors caters to you are going to love this



Fans of the cars Moss Motors caters to will love the British Motor Heritage Center. It's chock full of cars that you instantly recognize like the Monte Carlo Rally winning Minis or Group B rally MG Metro.



Designed by Paul Hughes, built by Michelotti and based on the Mini chassis this car became another victim of US safety and emissions requirements and never made it past the prototype stage.

place. It's chock full of cars that you instantly recognize, like the Monte Carlo Rally winning Minis or Group B rally MG Metro.

As Tim, Tommy and I exited the museum and ambled over to the Jag I suggested that Tim take the wheel of the Jag so I could experience being a passenger on the other side of the car. As we motored along the lanes on the way back to Stow I had an opportunity to take in the broad vistas of green and all manner of livestock roaming the hills.

The conversation on the way back to The Unicorn in Stow revolved around the strange and great cars we saw. You could say that we saw the best, worst and most long-lived British sports cars all in one day. Tim had mentioned nearby Cotswold Motoring Museum as a potential destination for Thursday, our last day in the classic cars. I was sold and told him that I was up for the visit. John and Jill in the Big Healey were interested as well so we agreed that we would break away from the group first thing in the morning and take in the Cotswold Museum. We settled in for another night of great food and excellent service at the Unicorn. After a full day of motoring rest came easily and I slept soundly, dreaming of British cars.

DAY FOUR

With the Suddard Family in the Alvis, Tim and Margie led John, Jill and I to the nearby Cotswold Motoring Museum. Tim was spotted about this place; the gift shop alone was intriguing and full of cool cars and memorabilia. I would suggest saving your souvenir money for this place. Entering the museum a unique combination of old car smell, visual clutter, and cars as the center pieces of dioramas greet you.

Think of the Petersen Museum in Los Angeles on a budget and you will have a sense of what makes the Cotswold Motoring Museum so interesting. By arranging seminal British cars in the periods they lived the evolution of the industry becomes clear, for example using the 1929 Austin 7 Swallow to demonstrate how the principals of the Swallow Sidecar Company went on to launch Jaguar cars. As a Triumph owner for over 20 years I was surprised to learn that the genesis of the brand was in bicycles and the Triumph

name first appeared in 1890, then Triumph motorcycles debuted in 1902 with the leap to three-wheelers coming a year later. Four wheeled Triumph cars, the first called the Triumph Light would follow in 1923 and the example here is a 1932 Super Seven. Wow--I'm even learning stuff on Summer Vacation!

Before leaving the Cotswold Museum we decided to visit the Bodiam Castle before reluctantly



returning our rented mounts. With Team Suddard and navigator extraordinaire Margie leading the way, we journeyed onto the motorway toward Robertsbridge to see the castle. Our goal was to get through before rush hour traffic, grab a quick pub lunch and visit the castle near our drop-off point in Lamberhurst.

Our three car convoy motored along like a rolling symphony





Or how about a TR7 fastback code named Lynx, with a longer wheel-base and four seats- One of only 18 built (and the last one standing) with a V8 and Lucas electronic fuel injection or maybe a pre-Prius?



Try this 1972 Leyland Crompton, a plug-in electric car based on Mini mechanics?

with all of my favorite car sounds including engine echo, deceleration brap and skinny tire squeal blending into a tasty car noise goulash. We negotiated our way through the traffic like three zebras running through the biggest lion pride ever.

In one power-mad move I passed a dawdling Porsche Carrera trundling along in the third lane just for the sheer joy of passing with the knowledge that the Jag could pull it off. I had become one with

the E-Type. We exited the motorway for fuel, and as we loaded back into the cars we all agreed it was time for lunch

and decided the next pub was where lunch would be. After a few miles of sinewy B-roads with our sounds reverberating off the trees and hedgerows we happened upon a nice looking pub called the Prince of Wales. As we made our way in with visions of fish and chips dancing in our heads we recognize the scent of curry thick in the air. We took a look at the menu and virtually all of the offer-



ings are Indian, (now called the National food of England) which is fine with me and my fellow hungry adventurers.

After another wonderful lunch we were back at it. The ride from lunch to Bodiam Castle was beautiful and brief with more of the scenic lanes and light traffic that made driving the classics here so enjoyable.

We arrived at the castle with just enough time for a brisk walk around rather than the full tour. It's a very impressive structure rising up out of a carp-packed moat. With time running out we hiked around the perimeter and hit the road.

At the drop-off I learned of one small catastrophe that had befallen our group. Somewhere between their last fuel stop and Lamberhurst the spare tire cover had liberated itself from Larry and Judy's TR3A and they were trying to retrace steps and see if they could find it on the side of the road somewhere. I suggested that we call Moss Motors (since we are the largest supplier of British spares in the World and everything). As it was after hours at our London headquarters I called Mike Chaput, Corporate Marketing Manager, in Goleta, California and asked him to help me track

down the part number and availability of the spare tire cover. Mike confirmed that our London warehouse had stock and sent an email to Russell Scott with the shipping address. In the spirit of the rally Mike suggested that we supply the panel free of charge.

At dinner that evening toasts went up to Andy and his well-organized tour. Whether you fancy antiques, history, cars or castles, Andy had it covered. With Tim's help and experience, the British Heritage Motor center and the Cotswold Motoring Museum was icing on an already delicious cake. It had been an awesome summer vacation with plenty of adventures for a years worth of stories and a lifetime of memories.

Then Andy passed out our tickets for the Goodwood Festival of Speed--can you have two summer vacations in one summer? You will have to read the Goodwood Festival of Speed story in this issue to find out.

For more information on England Specials visit www.englishspecials.com

For more information on Classic Motorsports Magazine visit www.classicmotorsports.net



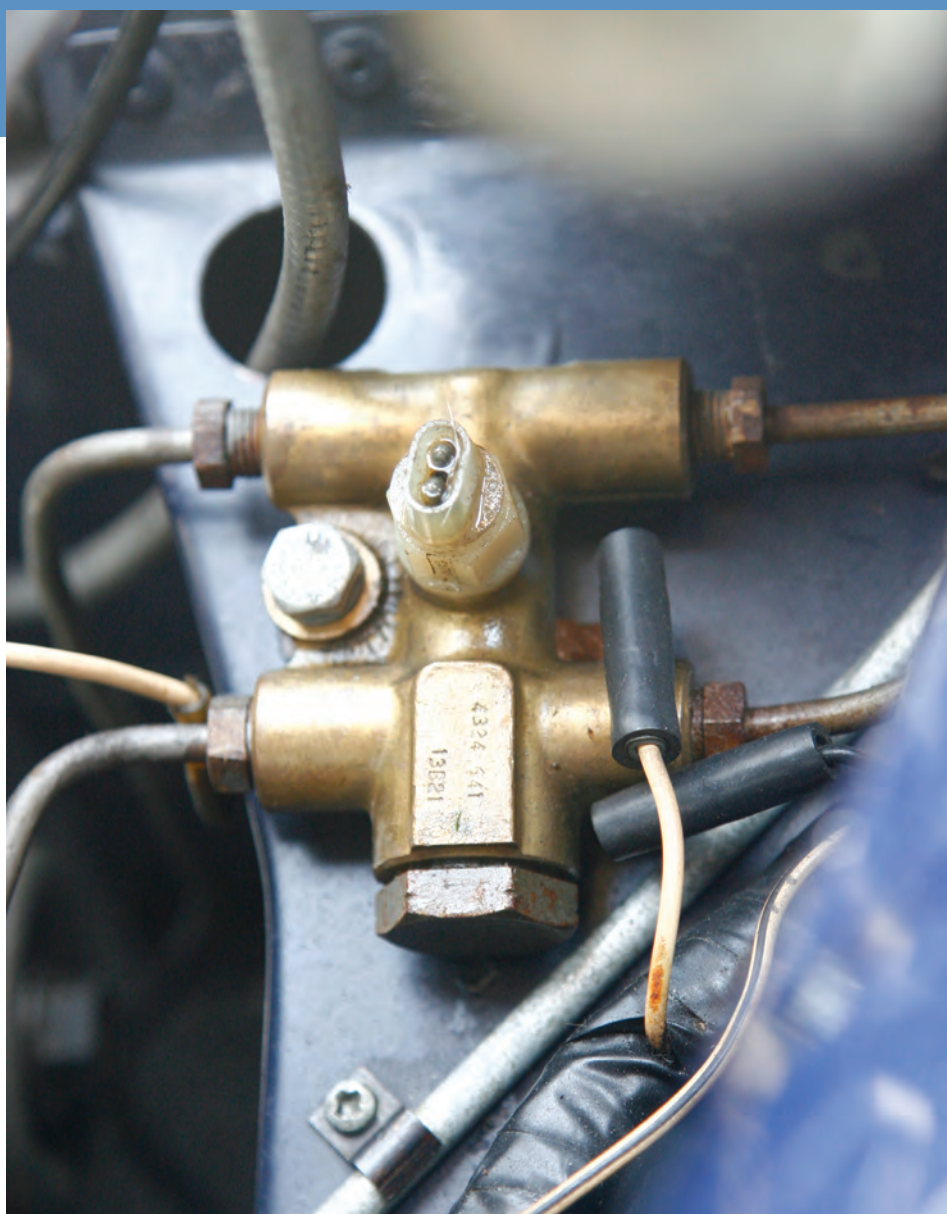
Triumph TR6 Brake Tech

BY JAN
DAWSON

Photography by
Moss Motors staff

It's funny sometimes what your friends tease you about. And, it seems, the longer the friendship the more teasing. Certainly, that is the case with my friend Robert and me. Our friendship has endured 22 years now and is bonded by the love of Triumphs, or something like that...to be sure, Triumphs are what brought us together.

The latest round of good natured teasing actually started a couple of years ago at Triumphfest in San Diego. We were looking at the engine compartment of a TR6 while talking to the deservedly proud owners when I noticed that the brake fluid level on one half of the brake fluid reservoir was below the danger level. Now, in these situations one would do well to remember what Claude Rains said in *Casablanca*, "round up the usual suspects." With the Triumph TR250 and TR6 the first suspect to check when you have a brake fluid loss is the Pressure Differential Warning Actuator (or PDWA for short) which is located just below the brake master cylinder. Upon inspection of this particular TR6's PDWA it was clear from the brake fluid leaking out of the switch (which is screwed into the top of the PDWA) that this was indeed the source of the failure that was leading to a potentially life threatening disaster...no brakes! Nobody likes to be the bearer of bad news, but



A leaking PDWA switch can lead to brake failure.

when it comes to safety one should naturally notify drivers of any problem. So I broke the bad news to my new friends, who turned out to be

"new" TR6 owners that were really just learning about Triumphs and had no idea what a PDWA was or how to fix it.

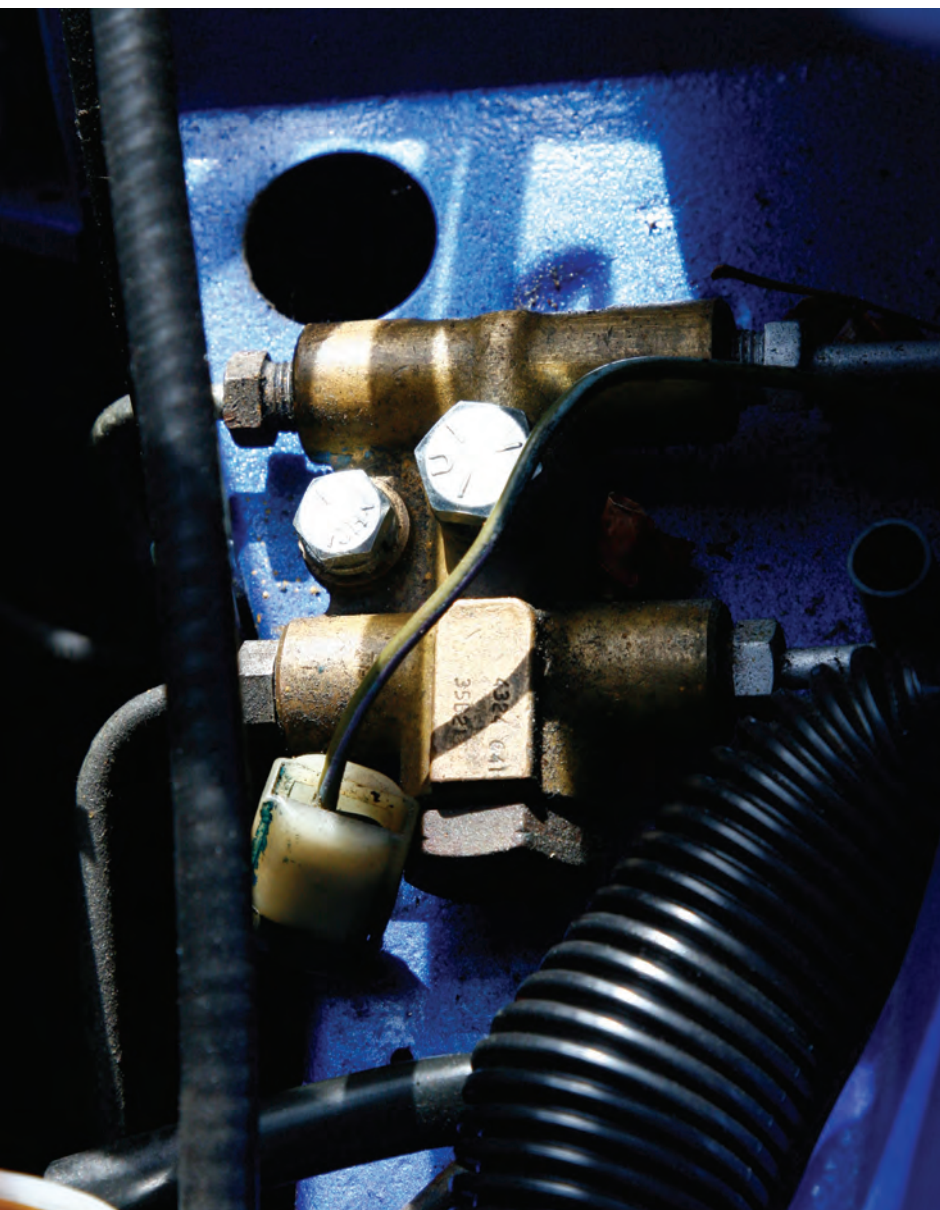
Almost a year later, while attending a local Triumph club BBQ I was looking at the engine compartment of a supercharged TR6 that Robert had driven to the event when I noticed that the brake fluid on one half of the reservoir was below the danger level. Yep, you guessed it, the PDWA was leaking out of the switch and Robert started teasing me about always finding this prob-

San Diego.

Should you ever find yourself with a leaking PDWA you too can do the “roadside” fix that will enable you and your TR250/TR6 to continue on home. First disconnect the lead from the wiring harness that plugs into the nylon-bodied switch on the PDWA. Next unscrew the nylon-bodied switch from the PDWA. At this point

sure to top up the brake fluid in the reservoir. Finally, recheck for leaks and brake function. If everything checks out, you are good to go until you can get back home and repair the PDWA properly.

The PDWA is a very simple device. It is designed to provide the driver some early warning of brake problems due to loss of brake fluid pressure by illuminating a red “Brake” warning light in the dash. Thinking of the PDWA as the letter H, the fluid for the front brakes is routed through one leg and the fluid for the rear brakes is routed through the other leg. Connecting the two legs is a tube that contains a shuttle like piston. As long as the hydraulic pressure remains constant on both sides the shuttle does not move. However, should one side lose fluid pressure the shuttle will be forced to the low pressure side thus exerting pressure on the plunger that is on the bottom side of the nylon-bodied switch ultimately illuminating the “Brake” warning light in the dash. Each end of the shuttle has an “O” ring (TR250s actually use “cup” seals) which prevents the brake fluid from leaking between the legs of the PDWA or out of the nylon-bodied switch. Over time the “O” rings can become worn and/or just deteriorate due to age. When this happens fluid leaks past the “O” ring seal and follows the path of least resistance which in this case is out the nylon-bodied switch and onto the engine compartment paint under the PDWA. Brake fluid on paint is never a good thing as it will cause the paint to bubble and delaminate itself from the metal of the car body. For safety’s sake it is a good idea to make proper repairs to the PDWA by replacing the “O” rings (Moss # 181-995) on the shuttle and reconnecting the switch so the dash warning light will function. Before attempting to do any work on the brakes (or any system on the car) be sure to consult repair manuals and make sure you have the tools, knowledge, and abilities to safely complete the task.



With the bolt installed, the brake system will operate as normal until a complete repair can be made.

lem on TR6s. Lucky for him I take teasing well because I did the same “roadside” fix on his TR6 as I had done for the couple with the TR6 in

you will need a 3/8 (24) UNF bolt wrapped in Teflon tape to screw into the PDWA thus “plugging” the leak. With the leak “plugged” be



Robbins Are Tops!

BY KEN SMITH

Photography furnished by Robbins Top

Recently we had the opportunity to drive down Hwy. 101 alongside the Pacific Ocean from Santa Barbara to visit Robbins Auto Top Co. in their 50,000 sq./ft. facility in Oxnard, California. Established in 1943, and spanning three generations of the Robbins family, the company is one of the world's leading specialists in keeping the weather out of your British classic. They also manufacture tops and other weather ancillaries for no less than 500 other makes listed in their catalog including Miata, Mustang, Volvo, Volkswagen--you name it they make it! In 1950 Robbins began shipping tonneaus for MG, Triumph, and other British cars, before in the late 1960's undertaking tops for European convertibles. Greeted by Mike Cobb, the President of the company, we were given the grand tour and an amazing sight it was to see over 100 workers in this huge building cutting, stitching and assembling tops

and tonneaus to be dispatched not only to the United States but also to many major overseas markets. Our tour began with an overview of the entire assembly line before we met Rosendo the plant manager, and

were able to witness the computerized operation of how the tops were cut. Each individual top for each individual model has its own digitized pattern and once fed down to the floor below is cut automati-





Robbins distributes tops and tonneaus to upholstery shops in the U.S., Australia, Europe, Japan and South Africa.



Lower right: Computerized cutting and hand assembly ensure a correct fit for your British car.

cally by an amazing machine using Gerber cutting technology. Huge rolls of material are fed into the Gerber which then diligently and economically slices the various parts of an individual top having received

the information from the master plotter computer upstairs. Over 200 different materials are used in a myriad of colors to ensure customer match and satisfaction. The next process is the stitching and weld-

ing of the top, and as necessary the pockets for securely fastening the glass windows to the tops installed on certain models. Cleanliness is paramount during the whole operation. Each top is then assembled into a kit which is bar coded prior to dispatch after being bubble packed for extra protection. Also, Robbins have their own in-house machine shop where tooling for individual machines is created. No part is too small or too large to be produced on site. In addition they have over 60 distributors in the U.S.A. and another 35 in Canada, Australia, Japan and Europe. All in all a fascinating glimpse into a product that many of us take for granted, without realizing the skill, pride, and intensive care that goes into the manufacture of every Robbins Top.

Our thanks to Mike, Doug and Mark Robbins for their hospitality on our visit. Further information can be obtained at: www.RobbinsAutoTopCo.com.





RACE PROVEN TECHNOLOGY FOR YOUR FEET.

History, passion, performance, style – Piloti® knows what drives racing champions and car enthusiasts to be their best. That's why everything we know about racing goes into every pair of shoes, from our patented Roll Control™ heel to our cushioned midsole for exceptional comfort. It's also why we're honored to be recognized as the Official Driving Shoe of the legendary Pebble Beach Concours d'Elegance and Mazda Raceway Laguna Seca. To learn more about our new Prototipo, pictured here, or to find a retailer near you, visit us at www.piloti.com.

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Ampco Top Cylinder Oiler

We have had a number of requests to carry this product by MGT and MGA owners. These are original kits from the 50s and add a touch of period authenticity along with an extra shot of misted oil to the intake.

220-175 \$59.95



New Frames for Old Triumphs

The Roadtronics Automotive Technologies Corp. is building new frames for the Triumph TR sports car line.

Using 11 gauge 3X3 box steel and special reinforcements and gusseting at the usual weak points, RATCO frames are jig built and hand welded on specially prepared forms. Frames can be ordered bare or powder coated and filled with special foam to inhibit rust and quiet the ride.

For information:
www.rat-co.com or
Contact: info@rat-co.com
Phone: 631-205-2426



New MGB Steering Racks Moss Exclusive!

Brand new and now in stock – sharpen the handling of your MGB with a fresh rack. Extensive prototype testing and evaluation mean this rack fits properly and will improve the steering response of your MGB. Moss part numbers 453-619 for chrome bumper cars or 453-627 for rubber bumper cars \$179.95 each, no core required.



Let There Be (License Plate) Light

Discontinued by the original manufacturer, Moss now offers an excellent reproduction of the original late model black plastic license plate lamp for your MGB/C, Sprite, Midget or Spitfire. Fits as good as it looks. If your plate lamp lens is cracked or yellow our new lens (Moss part number 158-910) will fit your original lamp assembly.

144-230 \$17.95 each

Improved Cooling and Looks Cool

These finned aluminum drums will keep your brakes cooler while looking hot behind Panaspots. Our high quality drums require no cutting, drilling or modifications to your backing plate and will fit perfectly right out of the box. A great upgrade for any TR4A (IRS), TR 250 or TR 6.

586-018 \$189.95 per pair





Aftermarket MGB Pistons in Popular Rebuild Sizes

With original equipment pistons getting scarce and expensive we have sourced high quality aftermarket pistons for 1967-70 MGB. Moss part number 420-392 for standard bore dimension. Aftermarket pistons are also available in .020, .030 and .040 over \$249.95 per set.



Wedge Windblocker

This windblocker does do a good job of keeping the buffeting down so you arrive relaxed, not windblown. Windblocker is constructed of tough, crystal clear polycarbonate. Installation is easy and no drilling or modifications to the top boot are required. Brackets mount under the existing safety belt retractors. Get a windblocker for your TR7 or TR8 today.

458-299 \$219.95



Cover it Up

Silverguard covers from Moss offer an additional layer of protection for your British classic. Recommended for vehicles parked in extreme sun conditions. The silver reflective coating blocks ultraviolet rays, preventing degradation of the soft inner layer of the cover that protects your paint, top and interior. Two year warranty. Check www.mossmotors.com for the perfect cover.



1968-80 MGB Steering Column Alignment Tool

This tool duplicates the function of the factory tool referenced in the workshop manual that ensures correct shaft alignment with steering columns.

453-622 \$25.99



MGA/MGB Brake Caliper Piston and Seal Resetting Tool

Here is the right tool for the job – duplicating the functions of factory tool 18G590, allowing easier installation of brake caliper piston, seal and dust seal retainer.

386-280 \$29.95



MGB Heavy Duty Valve Spring Set

Upgrading your MGB camshaft for increased performance? This dual spring set is wound from high quality Oteva 70 Swedish Silicon-Chrome oil tempered steel and suitable for 270-285 duration cams. 423-436 \$58.80 per set

New Steel Fuel Tanks for Healeys and MGAs

Gas tanks are made to our specifications per our design drawings. These tanks feature accurate fuel level sending unit mounting locations and integral baffles to prevent surging during aggressive driving on your favorite twisty road.

A-H 100-6 BN4 thru BJ8
021-800 \$399.95

MGA
456-800 \$299.95



Easy to Install MGB Windblocker

Another Moss Motors exclusive. High quality aluminum framed, mesh windblocker fitted with a Moss designed bracket set. The windblocker folds down when not in use and has about 1.5" vertical adjustment for a custom fit. The brackets mount under the original top frame or tonneau brackets and installation takes just half an hour.

458-328 \$299.95



Clamps for Lamps or...

These beautifully chromed and polished clamps can be used to mount our 500 and 700 series Fog and Driving Lamps to a standard 3/4" badge bar. They can also be used to mount antennas, curb feelers or satellite TV reception dishes. The mounting hole is 5/8" (lamps not included).

408-579 \$18.95 each



Get The Good Gasket MGA/MGB, Sprite and Midget Side Cover Gasket

Until now the only way to get a correctly fitting gasket for the rear side cover was to buy a complete Payen lower gasket set. Produced to our specifications, these gaskets fit perfectly.

496-375 \$3.20



Britfest 2007

May 5



BY KEN SMITH

Photography by Moss Motors staff

Britfest 2007, sponsored by Moss Motors and Castrol and hosted by the MG Car Club Central Jersey Centre, was held Saturday May 5 at Horseshoe Lake Park in Succasunna, New Jersey.

As the first all British car show of the season, this show is the annual wake-up call for hibernating cars of the Mid-Atlantic region. Participants

come from all over the East Coast as this show is the must attend event for British car fans. From New Jersey and New York and as far away as Maine and Virginia, exhibitors come to display their cars, compete for trophies and catch up with like minded enthusiasts.

For the first time in several years Britfest took place in the sunshine with the gloomy weather forecasts unfulfilled. It turned out to be a great weekend.

Clearly, many British sports car owners paid close attention to the weather, which resulted in an excellent turnout of about 250 cars, about fifty more than in 2006. All the classes were well represented with a great display of classic MGs, Triumphs,

Austin-Healeys and Jaguars.

There was also a strong turnout of Classic Minis, Morgans and related marques including Hillman and Sunbeam, one of which took Best in Show.

As a thank you to those attending, Moss Motors offered a 15% discount on retail purchases throughout the day at the East Coast headquarters in Dover, just a few miles down the road from the car show.

Our thanks and appreciation as always go out to the MG Car Club Central Jersey for their continued hard work and dedication each spring time, ensuring that this season opener is fun and successful for all the visitors.

For a list of Britfest award winners and more information on Britfest 2008 please visit mgccnj.org.

We look forward to seeing you all at the Moss Fallfest Show on September 8th at Moss Motors in Dover, NJ.



Road Atlanta, GA
April 27-29

30th Annual Mitty Challenge

BY ROB MULLNER

Photography by Rob Mullner

It's not common to start a new job and immediately get to do cool stuff. But just three weeks into my tenure here I was sent to the Classic Motorsports Mitty Challenge presented by Mazda and sponsored by Moss Motors. As the newest member of the Moss British Marketing team I was put into the breach and on my way to Braselton, Georgia to staff the Moss hospitality tent, adjoining pub and officiate our annual dart tournament. More importantly I was on a mission to learn more about British car owners in the Southeast and what they are doing with their cars.



The Mitty has become one of the crown jewels in vintage racing and draws participants from all over the South. Winding through the red clay of Georgia the track is a 2.54 mile long tour de force of

twists and turns. If you haven't been fortunate enough to see a race at Road Atlanta make sure and add it to your itinerary of must visit tracks. Road Atlanta prides itself on a family friendly atmosphere and everywhere I looked children of all ages were enjoying racing.

The contingent of Vintage production competitors that we love was substantial and included quite an assortment of MGs and TRs plus a smattering of Sprites and even a Morgan.

Jesse Prather tore up the track in Vintage Production in his Moss sponsored MGB, and virtually every sports car marque was on the track at some point so there was always a favorite to root for. A diverse group of rarely seen historic racers took the track during the Mitty weekend and cars from IMSA GTP, SCCA Trans-Am, Can-Am, Formula One, CART and NASCAR were part of the show.

Many of the local car clubs caravanned to the track and had picked campsites closest to the best passing zones to catch the on-track action. The guys from 6-Pack had quite an

assortment of cars and were ready for fun at our Saturday night dart fest.

Moss Motors sponsored car corals for British cars and Miatas and there were quite a few nice pieces of kit around the show-ground. Ranging from original owner stock to restomod, cool cars were all over the Mitty.

One of my favorites was a BMW powered TR6 belonging to Robbie Hall of Atlanta. Bart Miller of Roadspeed Garage in Cleveland, GA was the mechanical maestro behind this project. I got a chance to drive it--very impressive!

Everybody craved a chance to drive on the track. A phalanx of Minis led a huge assortment of cars around the very popular track tours. They put on a great show at The Mitty.

Dates for next years Mitty haven't been set yet, for more information visit: www.classicmotorsports.net.



12th Annual British Extravaganza Presented by Moss Motors

Buttonwillow Raceway Park

May 5-6, 2007

BY MIKE CHAPUT

Photography by Moss Motors staff

It was a fine central California weekend, perfect for racing and showing British cars at Buttonwillow Raceway. The usually sweltering weather of early May had given way to a kinder, gentler weekend, the cars were plentiful and the crowd was thankful.

living room floor. Instead of the books we used to create whoop-te-doo's on our pretend course, Buttonwillow's serpentine circuit is draped over undu-



With about 250 cars entered to compete, the grids were full and cars lined up all weekend to go around Buttonwillow.

In cooperation with the Vintage Auto Racing Association, Moss presented the 12th Annual British Extravaganza. The event draws cars from all over California to compete on the tight, twisting circuit. Built and operated by the Sports Car Club of America, Buttonwillow reminds me of the slotcar tracks my friends and I built across the

lating acreage for a challenging, technical track that can be a real handful. The long front straight-away unveiled many of the winners with a whole host of vintage production sports cars dueling through the last left hander to land the knockout and win the race.

With about 250 cars entered to compete, the grids were full and

cars lined up all weekend to go around Buttonwillow. The paddock was wide open to spectators and offered a diverse mix of British, German, Italian and American racers with a sprinkling of historic racers for good measure. From Allards to Alfas and on to Lolas there was a tremendous diversity of racecars to gawk at. And most owners were more than happy to answer questions and discuss their cars provenance.

VARA also does a great job of putting together "grudge match races" and Saturday saw MGs and Minis face off while the Sprites and Triumphs battled for glory on Sunday.

The Moss Motors booth was a popular place to grab some shade and our air conditioning equipped



MGB was a big hit with the crowd (look for the MGB A/C story in this issue).

The track tours were popular, allowing many spectators to lap the track at safe speeds. It was great to see so many British cars and their owners out on the track enjoying them.

While the track was packed with action, the car show offered a great line up of 50 British cars to be enjoyed. Special thanks go to Geoff Kimler and the Bakersfield British Car Club for a fine job organizing the car show. For more information visit mossmotors.com or vararacing.com.

One of the cars that caught my eye was a TR8, one of 11 original Huffaker-built competition cars, campaigned by SCCA member Frank Emmett and maintained by John Mattson of Performance Concepts. Frank has been racing for 30 years and this was the first car he ever competed in. John was an original Huffaker crew



member and worked on this particular car in its 80's glory days when it beat up Corvettes and Mustangs in Trans Am. The TR8 is stunningly original except for upgraded wheels and tires and looks like a brand new race car inside and out. It's difficult to tell this racer is over 25 years old.

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The Insiders Perspective: TR7 and 8s

As seen in
May 2007
Hemmings
Motor News.

BY KELVIN DODD

**Global Sourcing Engineer
Moss Motors
Owner, fuel injected 1980 TR8**

One of the best kept secrets of British cars is how wonderful the TR7 and TR8 are to drive and what a value they are. When introduced, the modern McPherson strut based front and compliant trailing arm rear suspension was lost on many die hard enthusiasts used to stiffly sprung sports cars. Unfortunately the 7's and 8's were summarily written off by traditionalists as boulevard poseurs. When TR8s dominated SCCA racing, autocrossing and International rallying it seemed that the Wedge had finally made the grade, yet the cars were still viewed as interlopers by the owners of "real" sports cars in America. This attitude is reflected in the relatively low prices that even pristine cars are fetching today. But the word is getting around, as more and more cars are showing up at events across the country.

There is a wealth of information, parts and upgrades to allow the owner to build anything from stock to restomod. On the show field I've seen a survivor four speed coupe in lovingly maintained original condition parked next to a 4.6L full tilt road burner TR8 with color matched upholstery and top.

Moss Motors carries a large number of spares and performance upgrades for the Wedge including springs, upgraded bushings and shocks. Check out our web pages to get an idea of what's available.

SPORTS CAR PROFILE

1980-'81

TRIUMPH

TR8

BY MARK J. McCOURT
PHOTOGRAPHY BY NICKY WRIGHT



WITH THE V-8-POWERED TR8, TRIUMPH WENT OUT WITH A BANG



The story of the Triumph TR8 certainly can bring a tear to the eye of the British sports car enthusiast: Triumph finally gets it right, then monetary issues force parent company British Leyland to kill it (and the entire traditional Triumph sports car franchise) after fewer than 3,000 are built. Misfortune may surround the TR8, but the remaining examples are a fitting tribute to a glorious past.

Eight-cylinder power was part of the original plan for the "Bullet" project car, as it was internally known in the early 1970s. British Leyland (BL) knew that their TR6 and MGB were aging, and they wanted a sports car that could meet upcoming worldwide safety and emissions legislations. Marketing research in America, BL's largest sports car market, indicated that U.S. buyers were more concerned with reliability and simplicity than innovation and expense, so the independent rear suspension, body-on-frame construction and, in U.K. cars, fuel-injected six-cylinder engine of the ever-green TR6 roadster, would be replaced by an updated solid axle, unit-body/front subframe car with a metal roof. Wedgy, contemporary styling was penned by the Austin-Morris design team, and with its truncated roofline, pop-up headlamps and impact-absorbing bumpers, the design looked nothing like its beloved predecessor. Engine choices would include a carbureted four-cylinder version of the Dolomite's 2.0-liter "slant four" and the ex-Buick 3.5-liter V-8.

The TR7 coupe came to America in the spring of 1975, and the introduction of a proper, strikingly handsome convertible version for 1979 renewed interest in the car. Roughly 150 badge-less pre-production TR8 coupes had been shipped to North America for trial use by U.S. and Canadian

BL employees in 1978, but the Triumph TR8 wasn't properly introduced until 1980.

The TR8 quickly became known as a Q-ship for its subtlety. In fact, aside from telltale decal badges, the only clues betraying the V-8 car were a central hood bulge, dual exhausts, a trunk-mounted battery and a 5,500 (versus 6,000 rpm tachometer redline). The special edition TR7 Spider shared the TR8's other visual cue, its 13-inch alloy wheels, and in typical budget-conscious British Leyland fashion, the 1980 TR7 quickly adopted the TR8's bulged hood to save costs.

America's most powerful TR featured an all-aluminum 3,528cc (215-cu.in.) V-8. In 1980, 49-state cars used twin Stromberg 175CDSSET carburetors and made 133hp at 5,000 rpm and 168-lbs.ft. of torque at 3,000 rpm, while TR8s going to California used Bosch K-Jetronic fuel injection and three-way catalysts. California TR8s made 15 more horsepower and 12 more pound-feet of torque, and for 1981, all federal-spec TR8s were fuel-injected.

Most TR8s were built with five-speed manual gearboxes, although a three-speed Borg Warner automatic was optional; power steering and power front disc/rear drum brakes were standard. Suspension was by MacPherson struts and coil springs up front and semi-trailing arms and tube shocks in the rear, and 185/70-HR13 tires enhanced handling.

Although highly acclaimed by the press and beloved by enthusiasts, limited availability, high fuel prices and a big sticker price (in 1980, nearly \$14,000 when an MGB cost \$8,000), courtesy of a tough exchange rate, made the TR8 an also-ran. BL pulled the plug on Triumph in the United States after 1981, ending nearly 30 continuous years of TR sports car production, and leaving enthusiasts worldwide asking, What if? ☹

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