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See Pages 22-26

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# Resto Round-Up



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YEARS



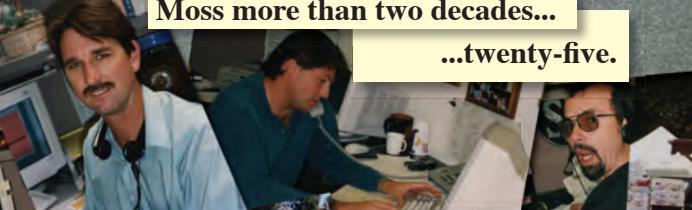
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## Restoration Anticipation

BY ROBERT GOLDMAN



**R**aise your hand if you have a story like this: The first (or second, or 37th for that matter) car I ever bought, an Austin Healey 100, is awaiting restoration. It's been 25 years and counting.

When I bought my Healey, friends advised against it. MGAs were more plentiful and parts availability was far superior. "No one will ever reproduce parts for a low volume car like a four cylinder big Healey," they said. "They" ultimately were proven wrong.

hard about the extended costs. Early economic lessons are some of the hardest ones. Now fast forward 25 years and we'll pick up the narrative.

Sitting in a barn, collecting dust and rodents since 1982, there is an Austin Healey 100 awaiting restoration. Having reached "middle adolescence," I've been thinking it's about time to drag the car out and send it off for restoration. In the intervening years, big Healeys have benefited from over two decades of aggressive parts sourcing and repro-

Rust Away" on page 10. Unlike repairing an 8 track tape player, classic British sports cars can be safely set aside until the time is right to restore them. It really is possible to sit on a project for decades, yet expect to be able to pick up where you left off. I've spoken with any number of enthusiasts who wonder if the parts supply will be there when they are finally ready to start a restoration project. 2008 will be Moss Motors' 60th anniversary year, and with your continued support,

we intend to be around for quite a while longer.

The simple fact of the matter is, we will be around until every British classic out there has been restored at least twice (or preferably more). There have been many chicken and egg discussions about the symbiotic relationship between British car owners and companies like Moss. Is there so much interest in the cars because parts are available, or did an existing demand for parts spawn our restoration industry?

For me it's a simple answer, no pre-existing interest, no business. For every car entering hibernation, there is one coming out. On behalf of the entire Moss Motors team, I say hang onto your dream car as long as it takes, and thank you for your support. **BM**



In its own twisted way, that car in microcosm is the story of my life. "If you want your own car, then save up and buy one," said my father. Uh okay, I can do that. Upon purchasing the car I was asked "How are you going to pay for the insurance?" Insurance huh, I hadn't thought too

duction. Pretty much everything I need can be had new from the Moss catalog. That sure wasn't the case in 1982.

Stories of multi-year, or even multi-decade restorations, are common around here. Have a look at "Old Healeys Never Die, They Just

# **BRITISH** **MOTORING**



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**Customer Loyalty Program:**  
Reignites A 36 Year Love Affair With a Big Healey

# 10



Published by Moss Motors, Ltd., 440 Rutherford Street, Goleta, CA 93117, 800-667-7872  
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NEWS

### British Events Calendar on Moss Motors Forums

Make sure and check the Moss Motors Forums regularly for shows and events, it's easy to and free to list your event too — just visit [www.mossmotors.com/forum](http://www.mossmotors.com/forum) today!

### Road Trip and Car Movies!

Do you need to schedule a road trip to get your car ready for the 2008 driving season? Look no further— The Annual Southern Yosemite Automotive Film Festival, presented by Optima Batteries, Kumho Tires and The Pines Resort is scheduled for March 28th through 30th, 2008.

Featuring car movies, racing documentaries and never before seen footage, as well as premieres of the latest car related films, the film festival offers something for everyone. A well known film and automotive celebrity (the name is a big secret) will be the recipient of the "Southern Yosemite Lifetime Achievement Award" for their automotive film work. Last year's recipient was James Garner, recognizing his contributions to films including "Grand Prix" and "The Racing Scene" as well as his participation in professional racing.

Due to popular demand, "The Racing Scene" will be shown again this year, at a Saturday luncheon featuring drivers Scooter Patrick and Dave Jordan. Friday's luncheon will feature a celebration of Riverside Raceway, with a film of the 1965 Times Grand Prix and commentary by those who raced there.

For tickets, accommodations, event information and a complete schedule of films please visit [www.southernyosemite.com](http://www.southernyosemite.com)

The film festival is a joint effort of the Community Service and Support Group Inc. and the Oakhurst Chamber of Commerce and event proceeds benefit Lee Iacocca's Diabetes Foundation, the Children's Hospital of Central California and the Harry Baker Boys and Girls Clubs.

### VTR 2008 North American Triumph Challenge coming soon

Vintage British Triumph sports cars from all over North America will converge on Ypsilanti, Michigan August 4 – 8, 2008, for the national convention of the Vintage Triumph Register, also known as the North American Triumph Challenge. The event, hosted by the Detroit Triumph Sports Car Club, will feature driving activities throughout the week, musical entertainment, technical sessions, a guest speaker and a 48-hour rebuild of a Triumph Spitfire. "We anticipate about 400 Triumphs and their owners to attend this event," said Blake Discher, president of the Vintage Triumph Register. For more information on the event and the Vintage Triumph Register please visit [www.vtr.org](http://www.vtr.org)



### Get to Goleta, Grab A Sticker

With so many enthusiasts trekking to Goleta to place an order at our parts counter we thought it made sense to produce a commemorative bumper sticker.

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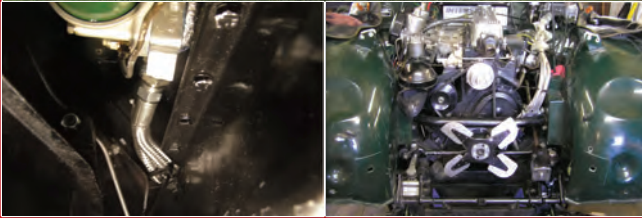
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**Y**ou have questions and we have trunions... I mean answers!

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British Motoring, Attn: Motor Mail  
440 Rutherford Street  
Goleta, CA 93117



### It's Saturday AND Happy Hour Where He Is:

I just love reading your British Motoring publication! During the late 60's I was stationed at RAF Welford for almost 4 years. During that time I grew to really enjoy British cars. I have been a Moss Motors customer for longer than my wife permits – great parts and fair deals. I am now retired in Florida and as a retirement present to myself I built a 48' by 60' barn. It is fully equipped with car lift and all. It's home to my 1960 Bugeye and 1974 MGB. My Viper and Sunliner like it there as well. Keep sending me your fantastic magazine! My retirement motto is: Everyday is a Saturday and Every Hour is Happy Hour!!!

Russell J. Little  
Lithia, Florida

### Improved Brakes = Better TC

Just wanted to let you know how pleased I am with how my TC now stops after installing your Alfin drums and new brake shoes. For years I've been unhappy (and worried) about the brakes. Not only did they not work very well, but they always pulled sharply left or right under heavy application, but never predictably. Stopping was an adventure. The new drums have made all the difference. The car \*really\* stops now, straight as an arrow. This investment was worth every penny.

Dana Cartwright  
Via the Web.

### Elated in Elmira

I purchased a 1967 MGB/GT Special prior to my move from Colorado and so far my "new" MGB is a joy. It starts easily and runs just fine. This is allowing me to do things cosmetically to make the car close to new. Thanks to Moss Motors I have been able to replace my overstuffed vinyl seats with proper leather seats close to the Connolly leather seats that came with the car. I also will be replacing the front bumper where the chrome is peeling and which also has a dent caused by a tow truck, with a new bumper from Moss. I have replaced the horrid wood dash roll with the proper vinyl part from Moss, and I also plan to replace other key parts which have caused problems in the past such as replacing the electric fuel pump with a new S.U. electronic fuel pump. In the end I will have a very attractive car which hopefully has few mechanical problems. Thank you Moss Motors!

Dick Mullins  
Elmira, Oregon

### Don't Forget About Safety

British Motoring magazine is great and I enjoy reading your stories. Keep up the good work.

Now to a technical issue; I am a retired Fire Department Officer who just can't get public safety out of my system. While reading the "Dad Can't Keep Up" restoration story in the Winter 07 issue I was very alarmed to read David DeBoards' comments about painting his MG at home. Particularly when he said, "I used a 36 inch box fan with a paper filter for central a/c to exhaust the makeshift booth."

When a flammable liquid (paint) is atomized we dramatically increase the probability of a flash fire or explosion. Flammable mist or vapor is just looking for a spark. Sometimes static electricity will do it, or a light switch, water heater or furnace igniting and sometimes it can be as simple as an open spark on the armature of a motor. The results can be catastrophic.

I once saw a man who didn't have a second thought about eliminating a small gasoline spill in his garage with a shop vac—we never did find all the pieces of the shop vac.

My best to David and his son Eric. Sounds like they have enjoyed a great project that will not soon be forgotten. I am only interested in seeing them and other gearheads like myself safely complete their projects.

Cheers!  
Norm Tucker  
Indianapolis, IN



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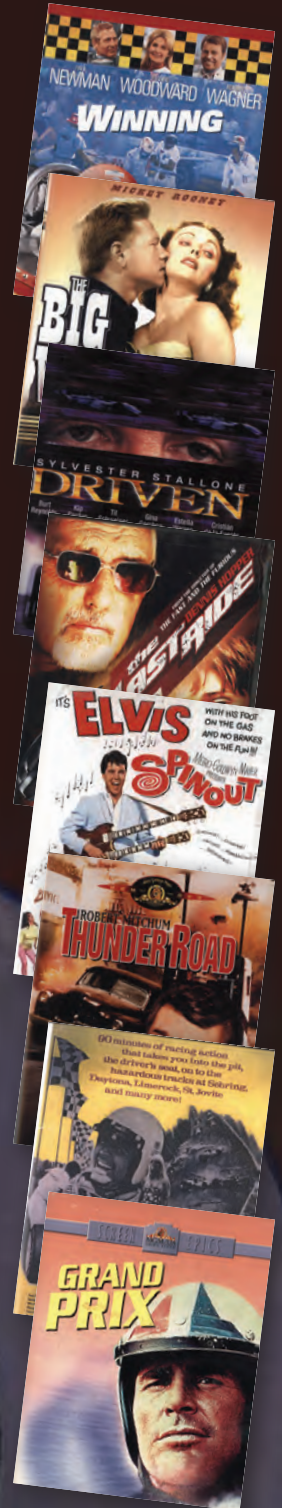
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# Old Healeys Never Die, They Just Rust Away

BY JERRY PAULSON

Photography by the author

**W**hen I was 38 years old, I decided it was a good time to try a career change.

It seemed as though the sales guys were making the most money and it seemed like I should give it a try. So in March of 1971, I decided to seek employment as a Manufacturers Representative.

It seemed a natural since I really enjoyed driving and meeting with customers.

My sales territory stretched from Pennsylvania to the borders of New York State, Virginia and West Virginia. My first month was spent organizing my travel schedule and being trained by the principals we represented. In preparation for my time on the road I decided to sell my restored 1957 MGA, and buy something more travel worthy, like a big Healey. I had lusted over these cars for many years. My MGA sold for \$600.00, and I found my dream car in a used car lot in York, PA, and negotiated a purchase price of \$600.00. Wow! I was excited and anxious to begin my adventures in Healey land.

With 48 spoke wheels, it was a wobbly ride. In the interest of safety and riding comfort, I began a search for 60 spoke wheels. I

scoured every junkyard for good used wheels and finally picked up four nice rims. Using the best of the 48 spoke wheels for the spare I was nearly ready to go. I bought a spoke wrench and some new spokes. Equipped with a good hammer I began the transformation, hand shaping and tightening them. I finished them up with a detailed cleaning, and a couple of coats of aluminum paint. They looked new, and when balanced, ran like new.

Now the question was, bias ply or radial tires. My only way of knowing was to try them out on the road. By now, I was getting pretty good at breaking beads, and handling a tire iron. I guess I was young and didn't mind a little hard work to learn something new. So when I put the first set of bias plys on and tested the handling, I immediately went home, remounted a hodge-podge set of Michelins, and tested



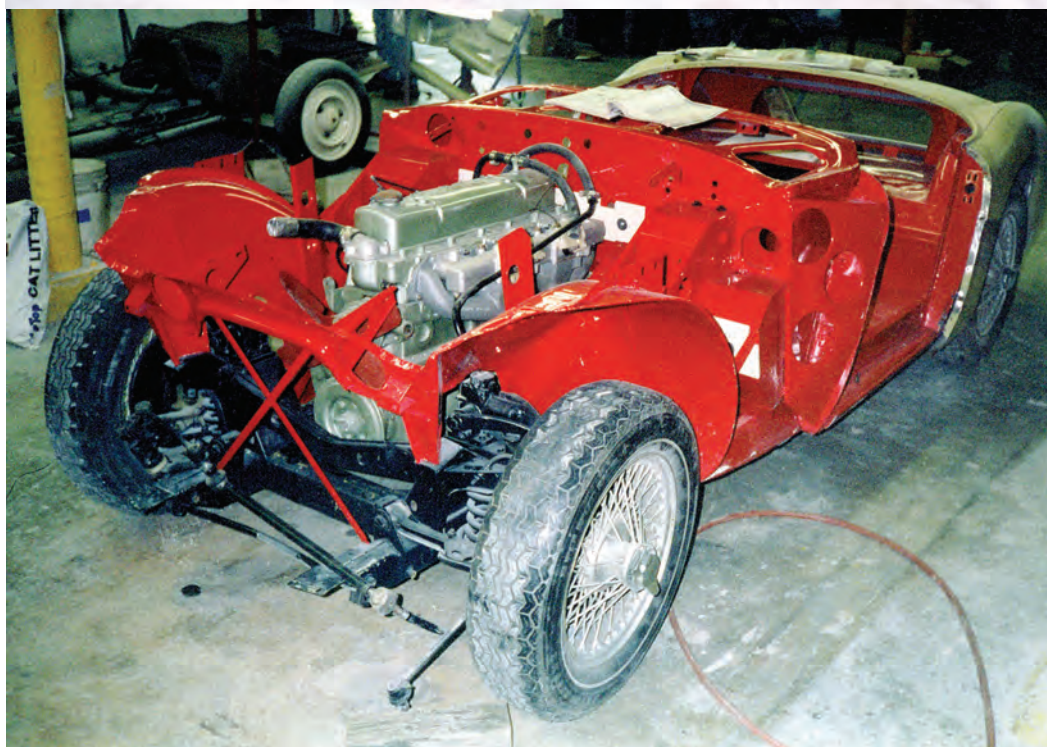
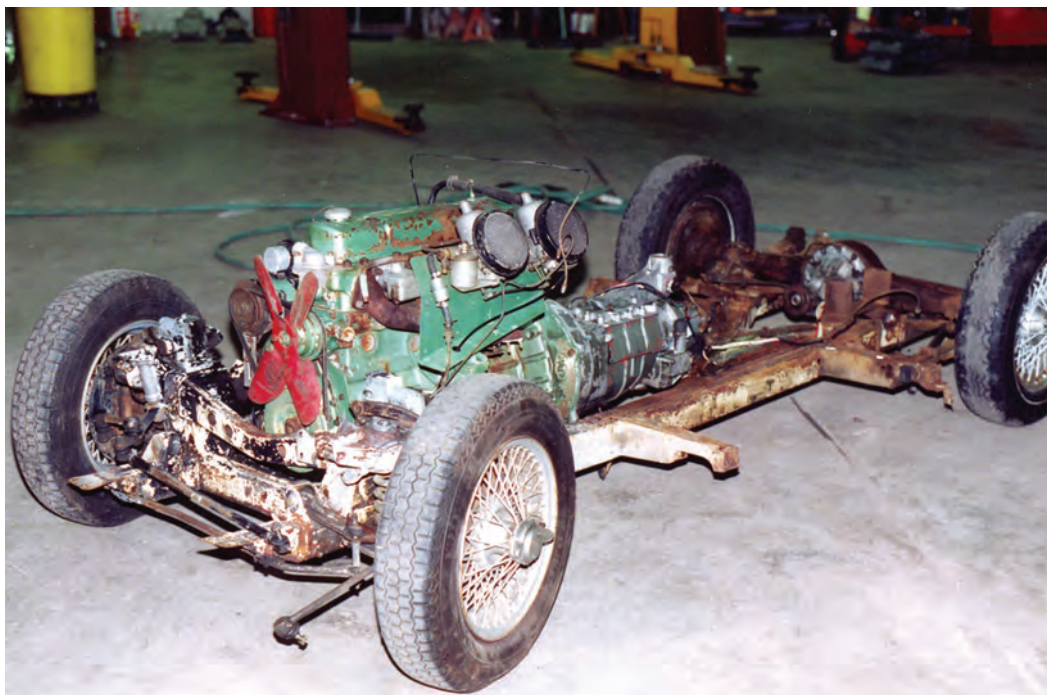
again. We all know the radials won hands down.

The first long trip was in May of '71 to Cincinnati, and then to Louisville, KY, for training by my new principals. To make it interesting, I decided to travel the back roads and take two days getting there. The first day was gorgeous spring weather, with a frosty night in West Virginia. The next day was a match and the Healey was everything I had dreamed it would be. I should have suspected that this was too good to be true: As the sun was setting in southern Ohio, I hit a big frost heave at 50 miles per hour. This lifted the low-slung Healey's front wheels, slamming the bottom into the road. It was like the fourth of July in the rear view mirror as the muffler took the brunt of the impact. I pulled over to see what damage was done, and found one of the wheels had lost a lot of spokes. Enough that I had to change to the 48 spoke spare.

Limping toward Cincinnati, I could feel wobbly steering from the front wheels. Upon stopping to inspect the front suspension, I discovered that the right upper "A" frame, had been torn off the frame. A kind farmer had conveniently dropped some bailing wire along the road and I was able to lash everything together and limp to my hotel in downtown Cincinnati.

Early next morning, I reported for my two days of training at my principal's plant. We discussed where I could get the "A" frame repaired, and after an hour's search, determined that my Louisville principal would have their guys in the R & D shop do the repair while I enjoyed my training. The bailing wire seemed to be holding up OK as long as I didn't try out a slalom course.

The afternoon of the second day was my completion of training and I gingerly headed south on the interstate to Louisville, KY. I finally settled into my motel room by 9:00 PM. Rising early, I delivered the Healey and myself to my new



principal for repairs and training. While studying the power of natural frequency vibration the R & D guys decided to fabricate a 1/2" steel plate, drilled and tapped to match the shock mount and weld it to the torn frame pad. Maybe it was overkill, but it was never a problem again.

On Saturday morning, I was packed and on the road, heading

North at 7:30 AM. Everything was smooth as silk and although chilly, the day was bright and sunny. My aggressive schedule and the long miles were just too much for an old set of tires and tubes, but I decided to make the trip in one day, no matter how late I arrived. My first flat was on the interstate, just south of Cincinnati. Putting on the nasty old 48 spoke spare; I gingerly headed



for the first gas station. Remember, back in the 70's, they would actually fix flats—the problem was that they all used a new-fangled tire machine, which would easily tear a wire wheel apart. So there I was, giving instructions to a surly 17 year old, on the art of repairing a flat by hand using tire irons and spoons. Heading out again, I managed to get about 10 miles east of Cincinnati, when the next tire went flat. It was a total of five flats by the time I arrived home. The last one was in Pittsburgh, and repaired by the dumbest guy I ever met, besides me for doing this trip in the first place.

Sales Manager. The Healey appreciated the rest. In June, it was due for its bi-annual state inspection.

The television and news was filled with the threat of Hurricane “Agnes.” By early June, she had rolled up Chesapeake Bay, slammed through Pennsylvania and flooded as far north as Corning, NY. I was working with our sales rep. in Connecticut, and was watching the news after a tough day of negotiations. It got worse as Channel 8 news aired a report from Lancaster, PA. To my horror they were filming

soggy Healey was drying out. Sadly, my faithful companion was drowned. The garage drained the oil, pulled the plugs and turned over the engine by hand to clear what water they could.

As the years passed by I didn't have the heart to junk my loyal friend and I didn't have the time or money spent on a proper restoration. In 1976, I was offered an excellent position at a division of Brown and Root in Houston, TX. Part of the deal included moving the motionless Healey with us. By

**“I had lusted over these cars for many years... I was excited and anxious to begin my adventures in Healey land.”**

It was a tough year, and a lot more difficult than I had expected. Weekend repairs and tune-ups balanced the travel weeks. By March of 1972 I had racked up 48,000 miles on the Healey, and decided to change my career back to where I had started, with a specialized equipment manufacturer, this time as



the swollen creek near the station and I spotted my Healey on the far bank, as it was slowly submerged beneath the surface.

Two days later, I was back home, the creek receded and my

then, the engine had been pulled, so the Healey was in a different part of the moving van from the engine, but all arrived safely, with the driver swearing about the huge piles of rust he swept out of his van.



Stripping the motor, I researched engine rebuilders and found a highly recommended machine shop in Spring, TX. My neighbor helped load the engine into the back of our Chevy Caprice Wagon and I delivered it to the shop.

A year later, they phoned to tell me it was ready for pick up. One Saturday morning I backed up to the machine shop and began loading the freshly machined block and many boxes of parts. When he explained that they bought the parts, and carefully machined the block for each of the parts, I was really impressed. Today, they call it “blueprinting.” Back in 1978, it was called “doing the job right.”

Another year passed while I carefully painted and assembled the engine. Finally, I convinced my Project Engineer, Dennis Hall, to assist in the re-installation of the engine. In the Summer of '79 we were ready to give it a try.

Making the final connections, and listening to the fuel pump clicking, I eagerly pushed the starter button, VAROOM! After seven long years, the full-throated voice of my mute Healey was back. A quick run around the block in the middle of the night alerted the whole neighborhood that my Healey had been resurrected.

Careers often take priority in life and in 1980 we decided to return to Pennsylvania start a business, and be closer to family. Since the move was

on our dime, this time we packed and loaded the largest U-Haul truck available pulling the largest U-Haul trailer and headed North, leaving the Healey in a friends' garage. We were finally settled in and working by October. Shortly after I planned to conduct a design seminar in Houston and decided to pilot the Healey 1,600 miles home. How brave can you get?

**“Hitting a big frost heave at 50 miles per hour lifted the front wheels off the ground; it was like the fourth of July in the rear view mirror as the muffler took the brunt of the impact.”**

The seminar was a great success and I looked forward to being reunited with my old friend. The Healey was dusty and bedraggled when I loaded my slim suitcase and briefcase into the passengers seat. When I turned the ignition key, I heard the happy clicking of the Lucas fuel pump; pulling the choke full open, I pushed the starter button and the engine roared into life. Backing slowly out into the street, I stopped long enough to warm up the engine and stow the top.

Houston in October is like the best day in California, and the wind

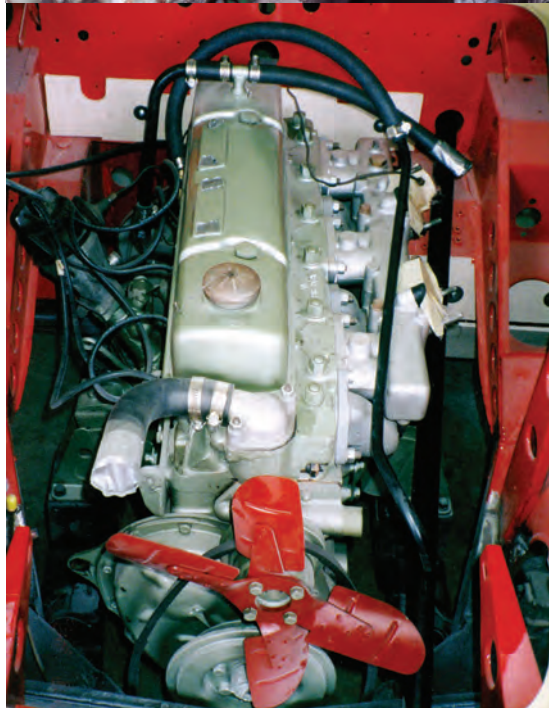
and muted tone of the big Healey is intoxicating. Rolling down highway 59 to meet highway 10 East, my joy was complete. It felt great to be back on the road to adventure.

It wasn't long till I noticed the charge light was on indicating that my generator wasn't generating. A short stop revealed that my old patched up generator was dead, and I was on battery power only.

I decided I would stop at a motel where the room faces my parking spot, and I would use my trickle charger to bring it up overnight.

The next adventure started as I crossed the Texas border into Louisiana, and I decided to stop for some lunch. The brake pedal dropped to the floorboard, but the Healey didn't stop. A quick grab of the parking brake saved the day. It turns out that residual Hurricane Agnes floodwater had rusted the spring which makes the rear wheel bearing a seal. A previous owner had assembled the left rear brake

backing plate upside down, so the wheel cylinder was covered with grease from the leaking seal. Oh



Lordy, where is Moss Motors when you need them? Since the hand brake functioned well I figured if I was careful for the next 1,450 miles I would be home free.

That night, I stopped at Hattiesburg, MS, connected the charger, and slept like a baby. After all, it could be worse, I didn't junk out my Healey and we were making progress home. Somehow the next day went well, except for drizzling rain all the way to Knoxville, TN. I only had to stop once for a battery charge. The Healey engine was running like a champ. One by one I stopped to find a room for the night,

but all the motels were full, so I kept plodding on.

Eventually, darkness and the Virginia border arrived and I pulled into the Virginia visitor's center. Boy was I in luck (by now I was easily satisfied), when I pulled up to the Center, I noticed an outdoor electrical outlet. Fortunately it was live. Pulling out the extension cord I connected the battery charger and prepared to sleep in the car. Have you ever slept in a Healey? That night was my first and last time.

our business and building a global sales network. Once or twice during the next fifteen years, I would take a little time to start up my old friend, sit in the shabby cockpit and fondly recall our adventures, always promising that someday we would be on the road again.

In the Fall of 1995 the time had arrived and I began the process of finding a restorer with whom to trust my Healey. I contacted Jim Althouse, owner of Classic and More. For a fee, he picked up

**“By March of 1972 I had racked up 48,000 miles on the Healey, and decided to change careers again. I think the Healey appreciated the rest.”**

I was far enough North that the morning air was crisp. Not frosty, but close. Leaving the charger plugged in, I pushed the starter button and with a roar, my trusty BN7L kicked off. It was a magnificent fall day and by late afternoon, I arrived home.

From that point on, my full attention was drawn toward starting

the Healey and did a complete evaluation, and cost estimate. We agreed to his price, I paid a large deposit and he began to disassemble and strip my old friend. Nearly every part he removed triggered a memory, such as the plate welded to the frame mounting the right front upper “A” frame/shock absorber, that had been welded in place by





the R&D shop of Carrier Corp. in Louisville, KY in the Fall of 1971.

Months passed swiftly by, and the expense was like obscene car payments. The bare frame took nearly two months of welding, grinding, bending and straightening before the final rust resistant coat of paint was applied. Jigs and fixtures were fabricated to align frame and body panels, so that all would fit together properly.

As expenses continued to mount without an end in sight I asked Jim to hold the project until he had a firm price for completion. Jim was just about the best restorer I have

ever seen and the quality of his work exceeded most shops on the East coast. Unfortunately we were done working together.

Meanwhile, a good friend, Michael Rowen started a business he called Michael's Motor Cars, and he offered to put the Healey project back on track. I agreed and he picked up the rolling chassis, body panels, and boxes of parts. We were back to work.

First of all, we needed a guy to complete and fit the body and finish painting. For this we selected Mike Goldfarb, owner of Royal Motors, and the Healey was deliv-

ered to the new Mike. Things really began to go swiftly. Mike is about the fussiest guy I have ever known, totally intolerant of the most insignificant flaw (I bet Donald Healey would have loved this guy). Who else would restore a Citroen 2CV, and win top awards?

**“Rolling down highway 59 to meet highway 10 East, my joy was complete. It felt great to be back on the road to adventure.”**

By the fall of 2001, the Healey was put into the paint shop. The results were amazing, it was the most beautiful Healey I have ever seen. Mike told me that I should enjoy this moment since it would never look this good again.

Mike Rowen now took over and used a plethora of Moss Motors parts assembling this gorgeous car. By April 2002, I was joyfully driving the uncompleted but like new Healey. May 5th was the target date as I had entered the Healey in a Lancaster car show sponsored by our Art Association, called Artistry in Motion.

I had to do the last final touches as Mike was invited by one of his customers to be his mechanic on the historic Mille Miglia in Italy. I guess he could be excused. Where else could he get the chance to co-drive a '37 Bugatti? We went to our first show in a virtually new Healey, driving two lane roads through Amish farmland, all the while reliving thousands of miles and many adventures over 36 years together.

**BM**

# Ten Safety and Convenience Upgrades for Your British Car

BY GARY ANDERSON

**S**o you've just bought that British car of your dreams or are in the final stages of restoration and are looking forward to getting it out on the road. It may be show-worthy, but this won't become a trailer queen.

But wait: even if you'd like to keep it as original as possible (and among British cars, really only Jaguar and Austin-Healey owners put much of a premium on originality), I can think of at least ten things you should do to make it safer and more reliable. And the neat thing is, none of these upgrades cost very much, and all are easy to do.

Here, with items ranked in terms of importance and ease, is my list:



## 1 Seat Belts

Seat belts weren't standard on any British cars until well into the 1970s, though many models came with fastening points as early as the mid-1960s. As such, they aren't required in most states, but are still critical to both driving ease as well as safety. Make no mistake; you're much safer inside a car than outside it in an accident, no matter what vintage or model you're driving.

The Moss catalog offers kits for

most British cars, and the only decision you need to make is whether you want the retractable style or can deal with the loose variety.

Make sure that your seat belt fasteners are installed securely, through the frame if possible, with large bolts and washers, and with the fastener in line with tension on the belt, rather than at right angles to it. Shoulder belt fasteners should be no lower than six inches below the shoulder for safety.

## 2 Halogen Headlights and Taillights

Even if you're not driving at night, having the brightest possible headlights, tail lights, and signal lights makes sure that you can see and be seen in all conditions. This modification is a no-brainer. Halogen headlights and signal light bulbs are a screw-in change, and are available at every price point from budget to high-quality branded items.

## 3 High-level Brake Light

Unfortunately, brake lights on British cars tend to be very small and mounted well below the fender level of most modern cars. In addition many drivers don't notice that the car ahead of them is stopped unless they see the high-level brake light flash on.

So get one of your own. Moss offers at least two versions. They're easy to wire in to your existing brake wiring, though you're best cutting and soldering the connec-

tions, rather than relying on the poke-through connectors supplied with the kits.

The brake light is also fairly easy to mount on your body panels, though you may want to put some effort into integrating the light into your panels so that it doesn't look like an afterthought.

## 4 Negative Ground

Okay, so you insist that the greatest sound on earth is your exhaust note, and you don't need radio, CD player, or iPod connection. But what about recharging your cell phone, connecting a navigation system, or installing a CB radio? If you want to do any of those things, you'll need to join the modern world and convert your electrical system to negative ground.

This is easy to do; a quick search on the internet or a query to your favorite online marque list will produce the methods. For the earlier models, with mechanical tachs, it is as easy as switch cables on the battery, swapping connections on the coil, and sparking the generator. For later models, you've got to do a little modification to the tach wiring, and early style electric fuel pumps may require changing to a later version that can handle positive or negative ground, but it is, at most, a twenty-minute job. And there are no good reasons why you shouldn't make the change.

Once you've done that, you may also want to install a 12-volt power plug. This way you can eas-





ily recharge all those modern electrical gadgets that you've learned to rely on.

## 5 Modern 12-volt Battery

Also, while you're making the change to your battery wiring, if your car originally came with two six-volt batteries, like the MGs and two-seat Austin-Healeys, this would be a good time to replace them with a small, modern 12-volt battery that is the same size as one of those old six-volts. It will be much more reliable and cheaper in the long-term.

Since those old six-volt batteries were hidden under the rear tonneau shelf or seats, the change won't even be visible and you can use the spare space to store emergency parts.

## 6 Heat Insulation

In the last issue of *British Motoring* we discussed how to heat-proof a Healey, and made the point that the same methods will work in any British car, so I'll just say here that a cool car is a comfortable car and you'll never regret the time it takes to install insulation under your carpets and to close off all the gaps in your firewall and around your gear shift. Take a look at [www.britishmotoring.net](http://www.britishmotoring.net) if you missed the previous issue.



## 7 Added Dashboard Gauges

Nearly all British cars came equipped with a "safety gauge" which gave you good information on water temperature and oil pressure. These gauges are critical to making sure you don't destroy the engine.

But what about monitoring electrical conditions? Unfortunately, all you get is a tiny little dim bulb that is supposed to glow if things aren't good, but can be difficult to see in bad light conditions. You would do much better adding an ammeter and voltmeter to track the charging condition of your system and the charge in your battery. These can be obtained in styles that look appropriate to the earlier cars.

Only two tips here: first, pick an ammeter that shows -30 to +30 amps or even better, the classic version from -15 to +15 amps, unless you're changing your charging system to an alternator, since most generators produce fewer than 10-12 amps on a good day, and the variations may be difficult to see on a larger scale. Also, have the gauge wired in by someone who knows what they're doing, since all electricity in the vehicle has to flow through the ammeter, and a short anywhere in its wiring will shut down the engine immediately.

A voltmeter is a nice gauge to have as well, and it can be easily wired, in parallel with the main circuit to give you a read-out on the charge in your battery, alerting you if the battery has gone down below the critical start-up power level due to shorts or other problems in the system while the car was parked.

## 8 Gear Reduction Starter

One of the major drains on the battery system in a British car is the starter, and there are several other drawbacks to the traditional design, not to mention the fact that a traditional starter was a heavy piece of equipment.

## 9 Electronic Ignition

Replacing and gapping points are two tasks that traditional British car buffs take pride in being able to do. But with systems like the Pertronix Ignitor electronic ignition that hides

under the cap of your distributor, or the electronic version of the traditional Lucas distributor, these charges can be a thing of the past.

With electronic ignition, the timing of the ignition system remains fixed, rather than varying as the points wear down, and the car's tolerance to slight variations in timing, which can occur if a distributor shaft is slightly worn, is considerably broader with an electronic ignition.

Though the early versions of these components got a bum rap because of failures in the assembly adhesives, I haven't heard of anyone having a failure with the system provided it was installed properly and was working immediately after installation.



## 10 Alternator

Traditional generators, if recently rebuilt and properly maintained, are perfectly acceptable, provided you don't add any additional power drains, such as high-intensity fog lamps or driving lights, or other electrical accessories.

In that event, it is a good idea to replace the generator with a modern alternator, and rewire around the traditional regulator. Not only does this reduce the weight of an essential component, but it also provides greater reliability, since you don't have to worry about the generator bearings failing, or the points in the regulator causing problems in the charging system.

With just a few simple and cost effective upgrades your favorite British car can be more reliable immediately. Most of these recommendations are DIY friendly, so start where you feel most comfortable and enjoy the benefits on your favorite two lane this weekend. **BM**



## Installing a Triplex MGA Roadster Windscreen

BY STEVE SIMMONS

Photography by the author

**R**eplacing the windscreen glass in an MGA Roadster might seem to be a daunting task. In reality it is a straightforward process requiring a few simple hand tools and a bit of care. The most important part of the task is to stay organized, refitting hardware in the same position and order as it was removed. In this article you will see just how simple this job really is, and from it hopefully gain the confidence to perform the repair yourself.

### Tools and Hardware You Will Need:

- Assorted Philips and Flat screwdrivers
- Razor blade or hobby knife
- Ratchet handle and 9/16" socket
- Triplex windscreen glass (Moss part # 456-071)
- Screw kit (Moss part # 323-958) \*

- Windscreen frame to body seal (Moss part # 680-470)
- Pillar to body seals (Moss part # 280-740) \*
- Windscreen glazing rubber (Moss part # 280-745)
- Packing blocks (Moss part # 280-155)
- Packing strips (Moss part # 472-450) \*

\* Items may or may not be necessary depending on the condition of your current parts.

### Step One: Windscreen Removal

The MGA windscreen is attached to the body by two bolts on each side, and braced by two grab handles connected to the dash scuttle. To remove the frame, first remove the six screws holding the frame to the grab handles. Next,



remove the interior panels from each foot well to gain access to, and remove, the four main bolts holding the frame in place. The windscreen can now be carefully lifted out of the car. This is best done with two people and care must be taken to avoid damaging the paintwork around the windscreen pillars.

### Step Two: Frame Disassembly

Lay the windscreen assembly on a table and remove the eight screws (four each side) holding the outer pillars to the windscreen frame. It is VERY IMPORTANT to keep



all screws organized so they do not get mixed up during reassembly. To accomplish this I find it handy to make a screw organizer from a piece of cardboard. Punch holes in the cardboard and label them as you see fit so there will be no confusion later.

Next, remove the four screws holding each side frame in place. It is not necessary to remove the center screw, which only holds a threaded brass rod in place. Remove each side frame and set them aside. Now you can remove the top and bottom frames, using caution in case your old cracked windshield breaks. It is not necessary to remove the L-brackets from the upper and lower frames unless the hardware needs to be replaced.

### Step Three: Frame Preparation

Remove all old rubber seals from the frame pieces, including frame to body seal, pillar seals and windscreen glazing. If necessary, clean the inside of the frame pieces with mineral spirits or any other suitable cleaning agent. Make sure there are no pieces of the old glazing inside the frame channels where the glass sits. Now is also a great time to polish the outside of the frame.

### Step Four: Body Seal

Slide the new frame to body seal into place, taking care to not damage the rubber as it slides past the sharp edge of its channel. The seal must be installed so that its natural tendency is to angle forward, toward the front of the car. A second set of hands is very helpful so that one person can pull the leading edge while the other

pushes the seal from behind. The fit of this seal is usually very tight, so lubrication may be necessary. Plain water with a bit of soap works well. Heating the lower frame with a heat gun will also aid you in getting the seal to slide through.

Another technique is to install this seal after the frame has been fully assembled. This gives better leverage for working the seal into place but introduces more risk of damage to the glass should anything slip. Using a heat gun is not recommended if the glass is already in the frame.

Once the seal is installed, bend the rubber front to rear to work out any bunched up spots. Ensure that the rubber extends to the edges of the channel for proper water sealing. After the windscreen assembly is reinstalled on the car, you may choose to trim the seal to contour around the side posts or leave it straight.

### Step Five: Reassembly

With your new windscreen on the table, install new glazing around the glass. Do not stretch it on. There must be enough slack to contour around all the curves and cutouts in the glass. If the glazing is stretched too tight it may allow water to leak past, especially at the corners. The seam of the glazing should be centered at the top of the glass. Trim off extra length as necessary.

Next, press the lower frame onto the glass while keeping equal amounts of glazing rubber on both front and rear. Try to install the frame as centered left to right as possible to avoid the need to slide it one way or the other, which may disturb

the glazing rubber. You should be able to do this by hand, thanks to the correct dimensions of the Triplex glass and Moss glazing. If you have re-chromed your frame parts, you may find it is a tight fit. In this case lubricate the seal with soapy water or any other suitable agent.

Now press the top frame in place, taking the same precautions as with the lower frame. Keep an eye on the seam in the glazing to make sure it does not open up. Once this is done, install the side frames one at a time. As the sides go on, pull the glazing away from all corners so that no material is caught between frame pieces. Do not fully tighten the L-bracket screws until both sides are installed and the glazing appears reasonably equal between front and rear. Slowly tighten all hardware while making sure everything appears square and even. Once satisfied with your work, install the side pillars.



The last step is to trim the windscreen glazing. Using a razor blade or knife, carefully cut the glazing until it is flush with the chrome frame. Take care not to scratch your new glass!

Reinstallation of the windscreen assembly is simply a reversal of the removal process. Be sure your new packing blocks are positioned correctly on the scuttle to support the windscreen frame and to fit against the pillar seals as best as possible. Now step back and admire your work! **BM**



# MGB V8 Restomod

BY LARRY SHIMP

Photography by the author

Over the years I have restored several sports cars including a Lotus Elan and an Alfa Romeo spider, as well as a non-sports car, a Morris Minor Traveler. My daily drivers have been a series of 4 cylinder cars (with the exception of a 2 cylinder Honda 600). About 6 years ago I thought it was time to try a car with some torque, but not give up the responsiveness of a light car. My first choice was a Sunbeam Tiger, but the high prices and scarcity of parts was discouraging. I had always liked the looks of the chrome bumper MGB GT, and the concept of comfortable year round motoring that it promised. I

also knew that it was possible to fit a V8 engine in an MGB, thus solving the torque problem.

After looking for a while, I came across a 1968 GT body. It was a straight, rust free California body, that was missing the drive train, interior, most trim, dashboard, etc. In short, it was just what I was looking for! In deciding on the choice of engine, I realized that the Rover V8 and related engines were commonly used and well supported with technology and parts. But I wanted to try a Ford V8 because of its greater power potential and nearly equivalent weight. The Ford engine, with aluminum heads, tube headers, light

flywheel, etc. weighs only about 60 pounds more than the MGB 4 cyl engine, and the matching Ford T-5 transmission is about 30 pounds lighter than the MGB unit.

I did an internet search to find out if the Ford engine would fit, but there was little information. Many conversions put the engine far to the rear such that the heater shelf was cut out, and used hood scoops to clear the carburetor. But my goal was to produce a car with stock external appearance and as stock appearing an engine installation as possible. I finally bought a full size plastic Ford engine replica, and after test fitting it determined that

I could keep the heater and clear the stock hood by careful choice of engine accessories such as the intake manifold, timing cover, water pump and alternator. I even found that Offenhauser was still making their original 60's Ford valve covers and decided they would be a nice finishing touch.

To get the project going I bought a MIG welder and sort of learned how to use it (I had never welded before). The first step was to reconfigure the engine compartment to 1977 standards using the standard front bulkhead, radiator supports, forward crosspiece, and front suspension cross member with 3.5 ratio steering rack. The modifications went reasonably well, and my welding is still holding up. (An angle grinder made my amateurish welds look much better.) The hardest part of the engine installation was making the exhaust headers. These I tack welded and had a professional welder finish off. When the body modifications were finished, I had the car painted, then began the assembly process. Unfortunately, it took two years to find a body shop that would paint an empty shell, and if I ever do this again, I might try to do the painting myself.

To get enough parts to complete the car, I got what I could from a rusted out 1974 1/2 GT such as window glass and the stainless window trim, the wiring harness, body hardware, etc. From Moss I bought the rest of the trim pieces, a covering kit for a 1977 dashboard, a complete interior kit, and many minor parts. I made a custom wiring harness from the 1974 1/2 harness and another old MG harness, which allowed the use of all electronic gauges. With everything installed, I built an exhaust system from various lengths of pipes, adapters and standard mufflers. Most of the fasteners on the engine and in the engine compartment are stainless steel and I polished all of the visible ones.

Once the car was on the road, it was very enjoyable at first, but there were many areas that needed improvement. I was hoping the car would be a relaxing highway cruiser as well as an entertaining sports car. The basics of a cruiser were there in that the gearing allowed the engine to turn at only 2000 RPM at 70 mph in 5th gear. To support sporting pretensions, there was an independent rear suspension (from Hoyle Engineering in England), and the weight distribution was almost exactly 50/50 (1248 pounds front, 1206 pounds rear). However, the car was very noisy due to a combination of engine and road noise (wind noise was never too bad), the brakes were marginal, the cooling was marginal, and the cornering was unstable at the limit.

Over the years, I converted to an all stainless dual exhaust system, each side with a main muffler and a resonator, upgraded the brakes, recalibrated the suspension with adjustable shocks and optimized front and rear sway bars, tracked down every squeak and rattle, put in a custom aluminum radiator, replaced the clutch with a lower effort unit, and replaced the seats with the new Moss classic seats. The seats were a great upgrade, and now the steering wheel is only used for steering the car, and not as a driver restraint device. My most recent improvement was to cover all of the hidden interior areas with DynaMat sound proofing products, which finally killed the noise problem. The worst part of the DynaMat installation was removing the glued in headliner, then replacing it again with a new kit. Extreme patience was needed in that the removal process could dent the roof, and one slip up during installation could have destroyed a \$400 kit. However, all went well.

My experience with the MG is much like that with every car I have restored in that they all had some bugs upon completion. The only way to fix things is to drive the car



and be prepared to tear it apart again as necessary. With a highly modified car like the MG V8, the debugging process is even more difficult as re-engineering is often needed. But it pays off in the end. I have driven my MG to British V8 events in Tennessee and Ohio, and I occasionally take 300 mile round trips to out of state car shows. So far the car has been reliable, never having broken down on the road. However, it almost overheated in the Baltimore harbor tunnel at 1 AM when I was returning from the Tennessee meet, and I did break an axle shaft, but that happened while turning into my driveway so it doesn't count.

Now that the car is so well sorted out I am thinking of installing a stroker kit for a little more torque. **BM**

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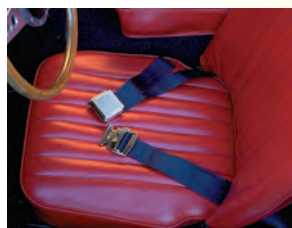
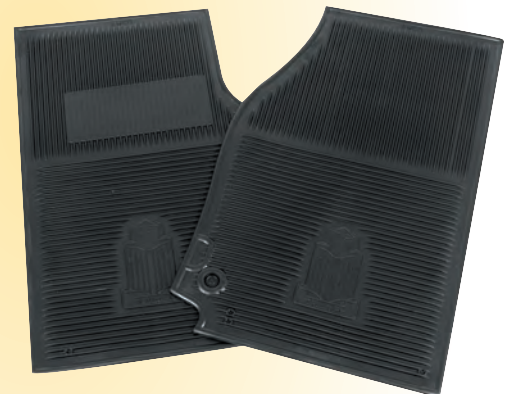
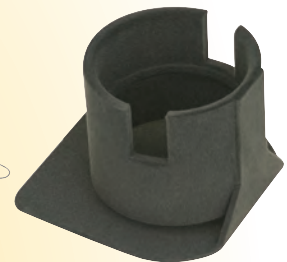
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Wrench Set - Open-End Whitworth (4PC) 383-608 69.95

Wrench Set - Box-End Whitworth (4PC) 384-418 89.95

### Embroidered Carpet Mat Set

Austin Healey 100-6 & 3000 240-490 \$79.95

Sprite 240-470 79.95

Midget 1961-'74 240-480 79.95

MG TC 240-465 79.95

MG TD-TF 240-450 79.95

MGA 240-410 79.95

MGB 1963-'67 240-420 79.95

MGB & MGC 1968-'80 240-430 79.95

TR4-6 240-440 79.95

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 Driving Lamp - Back Mount 162-760 109.95  
 Fog Lamp - Stem Mount 162-800 84.95  
 Fog Lamp - Back Mount 162-770 109.95

### Flight Helmet

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 Midget 1500 238-470 149.95  
 MG TC, TD, TF 238-400 149.95  
 MGA, TR2-3B, Austin Healey 2-Seater 238-410 149.95  
 MGB 1962-'74, TR4-6 thru 1973 238-420 149.95  
 MGB 1975-'80 238-430 149.95  
 MGB-GT 238-440 149.95  
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 15" 3-Spoke, Silver Slotted Spokes (Thick Rim) 489-080 169.95  
 15" 3-Spoke, Silver Drilled Spokes (Thick Rim) 489-090 169.95





# Triumph TR3

BY TIM SUDDARD

Publisher, Classic Motorsports and Grassroots Motorsports

Asking someone who is consumed with cars to choose a favorite is like asking a kid at a penny candy store to pick just one piece. It's nearly impossible.

That said, there is one member of my collection that I would never let go: my 1957 Triumph TR3.

This car has been a race car since 1959. I know this because I acquired it back in 1996 from the original owner, Mille Taylor, whose husband, John, had raced it from 1959 through 1966.

There are more sophisticated race cars and there are faster race cars, but somehow that old TR3's butch looks, snarling exhaust, and the way that it and I just become one on a race track, keep me coming back for more. There's no real windshield and the doors are cut-away style, so at 70 mph the feeling I get is much more visceral than what I feel in an enclosed racecar at

twice that speed.

I am not the kind of guy who names my cars, but my TR3 is named "Millie" in honor of the woman who first owned it. I don't usually get to know the former owners of the cars I buy either but the Triumph was patiently stored for three decades while Millie waited for the right buyer to come along, and she chose me as that buyer in part because I agreed to stay in touch after the sale. I think I got the better end of that deal, since I have gotten to know this woman and have been impressed with her class and courage as she's battled cancer and aging.

Perhaps it is true that owners fit the cars they drive. My TR3 has an honesty and strength about it that matches the woman who bought it new—and a roughness around the edges that some might say matches my own personality. **BM**



## Editors Note:

I was lucky enough to tour England with Tim and his family, learning first hand of his love of old British cars, cold beer and bench racing. Tim takes his cars very seriously, bringing a powerful combination of knowledge, passion and enthusiasm for the subject matter. You can read more about his TR3, as well as his other project cars, at [classicmotorsports.net](http://classicmotorsports.net).

**Classic Motorsports**  
magazine



# Goodwood Revival 2007

August 31 - September 2, 2007

BY ANDY TYACKE

Photography by author

## Recipe for Three Day Delight:

Assemble the largest collection of pre-1967 cars to be found anywhere in the world, add a gathering of military and civil aircraft of the period, stir in the fashions of the 1940's, 50's and 60's, provide a competing car list that is a compound of all the great names of the sport's history from the 20's to the 60's, add a star-studded list of the great drivers of the last fifty years, mix in eye-watering wheel-to-wheel racing, wonderful organisation, and unique atmosphere.

Simmer for three days of all-day practice and racing in one of

the world's prettiest racing circuits and serve.

Warning: This dish can cause brain overload and delusions of having died and gone to car freak heaven!

Where does one start? Is it the incessant "Omigosh—look at that..." which starts 50 miles from the track? Or the first sight of a cop on a 1956 Triumph Speed Twin (complete with period uniform) directing traffic on the approach? Or jeeps and GIs from the 40's? Or the vintage airplanes overhead? And we haven't even gotten there yet!

Reserved car parks for several thousand pre-1967 vehicles are a

honey pot for the camera hound and a mind-blowing experience for every motor head. Even the regular car parks are full of the mind-blowing: I spotted two D-types, a C-type and a Lotus XI parked together at the end of a row of assorted E-types, MGAs, Morgans etc. All of these had been driven to the event and were parked in the grass field among the modern tin boxes. Frequent displays by three of Grumman's greats—Wildcat, Hellcat and Bearcat and a P51 Mustang, a Hurricane and two Spitfires among others complemented the racing throughout the three days.





Goodwood was the premier British Grand Prix track from 1948 to 1966 and each year the clock is turned back to revive the appearance, the atmosphere and the racing of a period when the only jet in an airplane was in the carburettor; racing and sports cars were beautiful and no lady would venture out without a hat.

The sixteen races this year (the mix varies from year to year within the pre-1967 parameter) included just about everything you've ever fantasised about: from the pre-war Golden Age came bellowing Brooklands Bentleys (including the 24 litre Napier-Bentley), 750 supercharged MGs (unbelievably fast to come 1-2 in a field including GP Bugattis, Delages, Alfa Romeos and assorted Mercedes and Bentleys, Fraser Nashes, Morgans etc.), Maseratis, ERAs, Miller FWD, Riley and a host of others.

Where else will you see 1952-55 sports and GTs such as DB2, DB3S, Cooper, Cunningham, Ferrari, Frazer Nash, Gordini, HWM, C-type, Lagonda V12, and Maserati A6GCS really going

wheel-to-wheel flat out and the next day, their 1955-60 successors doing the same? Or a field of Cobras, DB4GT, Project 212, Sting Rays, Ferrari GTOs, GTs, 330 and a host of others re-creating the legendary battles with the lightweight E-types?

And were there ever more beautiful monopostos than the 1948-60 Grand Prix cars? Aston Martin DBR4s battled assorted Connaughts, Cooper-Alta, BRM, Vanwall, Cooper-Bristols, Emeryson, Ferraris, HWMs, Maseratis and the 4WD Ferguson P99 in a wonderful demonstration of the art of the four wheel drift and induced slides as the open cockpits gave the crowd a perfect view of the drivers sawing at the steering to balance their cars against the throttle.

The St Mary's Trophy for production saloons from 1960-66 is a perennial thriller, pitting David against Goliath as the Yank Tanks—Falcons, Galaxies, Mustangs, Corvairs, Darts and Barracudas—took on the smaller Yurpeens including Mini-Coopers,

Alfas, BMWs, Lotus Cortinas and Mark 2 Jaguars.

Anthony Reed's 3.8 Jag blew a core plug at Lavant and spun wildly on his own oil, spreading the black stuff generously around the braking area. The ensuing acrobatics saw an amazing ballet as the Galaxies of Jackie Oliver and Barrie Williams managed miraculously to miss each other and everyone else, whilst the Mustangs of John Whitmore and Derek Bell managed to miss everyone, but not the gravel patch where both ended their race, together with several imitators. Gounon in a very smoky Barracuda performed amazing feats to maintain his lead through the oil and went on to win whilst a series of thrilling tussles continued behind him.

The second leg was equally mind-blowing—albeit more for the tightness of the racing—as nineteen-year-old Oliver Bryant in the Barracuda and Sean Young's Galaxie swapped the lead continuously with Young craftily snatching the lead on the last straight and holding on to a two or three feet lead into the flag. **BM**



# 60 Years of Moss Motors

## Celebrating the Diamond Anniversary

### 1948 to 2008



Story and Photography by Moss Staff

**Editors Note:** As a Moss customer for over 20 years I consider the Moss 60th Anniversary to be especially noteworthy. There are just a handful of companies catering to enthusiasts that can match the breadth and range of products that Moss offers to an ever expanding group of cars and users around the world. Here is the first installment in a special series celebrating the Moss diamond anniversary.



If way back in 1948 Al Moss had bought a Ford instead of an MG TC, things might have turned out very differently. Al was then a young man living in Los Angeles and the lure of the TC was irresistible. Al became an avid TC enthusiast, and after reading about the successful road rallies being held on the East Coast, in the summer

of 1948 he decided to organize one himself. It was one of the first rallies to be held on the West Coast.

The rally, which ended in Santa Barbara (where we are based), brought Al into contact with a bunch of fellow MG enthusiasts. He quickly discovered they all shared a common problem - service and parts for these cars were not widely

available. Al saw the opportunity and opened an MG repair shop.

Although the company originally specialized in service, a growing demand for spare parts led to an ever greater emphasis on parts supply. After moving to Goleta in 1961, Al published his first MG parts catalog in 1962.

As enthusiasts embraced the British sports car movement, Moss Motors built catalogs for the MGA, MGB, Austin-Healey and Jaguar's XK120-140-150 series.

By 1977, Moss Motors was established as an industry leader. It was at this time that his long-time friend, Howard Goldman, whose own business was located just across the street, offered to purchase the entire Moss Motors operation. Al eventually took him up on his offer and entered semi-retirement to spend much of his time restoring and racing his collection of British sports cars, which he does to this day at his home in Arizona.

### Expansion and Acquisitions

Soon after Howard Goldman took over, Moss Motors moved to a purpose built facility in Goleta, which offered more room and better access than the prior location. Moss continued to update and revise its catalogs, and the business grew rapidly as more products were added to the line.

It was during the late seventies that Moss greatly expanded its



product research and new product development activities. So many critical components had been discontinued; it was obvious that many British classics would be scrapped simply because they could not be repaired for lack of parts. In order to keep the business and the hobby alive, Moss took on ever larger development projects. Ultimately, a complete upholstery manufacturing division was established to fill the demand for show quality interiors. The effort continues to this day, and is a great contributor to our strength.

Moss embarked on a number of acquisitions that would serve the British hobby well. In 1983, Moss acquired a company called Start Your Engines in Beltsville, MD. Start Your Engines was one of the pioneering Triumph parts and restoration specialists. This acquisition not only helped us expand our Triumph range, but also yielded a number of Triumph specialists with considerable expertise, many of whom are still with Moss. In 1985, Moss purchased a wholesale automotive supplier known as CARS.

By 1988, Moss Motors was the largest supplier of British sports car spares. The sales staff had grown from 4 to 18 and 12,000 square feet had been added to the main warehouse in Goleta. In a quest for more space our East Coast facility had moved twice, finally settling in a modern industrial park in Dover, New Jersey. That same year Rover Cars PLC (formerly known as British Leyland) decided to cease distributing original factory parts. They offered to sell their entire multi-million dollar inventory of “obsolete” spares. Moss Motors

stepped up and bought the lot.

Once again opportunity knocked and in 1989 Moss acquired Classic British Sportscar Spares. This UK based organization included some of the most respected names in the industry. Among them were Cox & Buckles, Britain’s foremost Triumph specialists and their associate company Triumphtune, the original Sprite & Midget Centre in Richmond, Stafford’s MG parts in Manchester, and Naylor Bros in Shipley, West Yorkshire. The group became known collectively as Moss Europe. Also in 1989, the Nisonger Corporation was purchased.

### Modern Times

By 1995, space was once again at a premium. A decision was made to move the entire operation to a 70,000 sq. ft. location on Rutherford Street in downtown Goleta. At the same time the upholstery manufacturing and machine shop were consolidated into one nearby facility. With all of the Moss US operations in close proximity to each other we have been able to conservatively grow all of the business units and each of the units have embarked on ambitious programs to meet the needs of our customers.

In 1995 an experiment in diversification led to our highly successful Mazda Miata accessories program. The Miata, very British in concept, attracted an enthusiastic customer base reminiscent of our British clientele and Moss responded with a range of enthusiast products which has grown to include a complete line of performance, personalization and restoration parts for three generations of this seminal sports car.

By late 1998 Howard decided it was time to step aside and put the next generation of growth to a new team. Company President, Glen Adams and Howard’s son Robert formed the new management team that would lead and continue to grow the business, via expanded product offerings and focusing on reproducing parts no longer available to the British hobby. As well

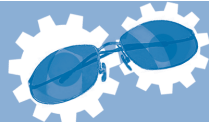
as diversification into “specialty” cars like the Miata and others that attract an enthusiastic owner base. Moss has launched parts and accessory lines for the new Ford Mustang and F-150 and both generations of the New Mini.

The UK operations were later spun-off in a management-led buyout. Due to a combination of economic downturn and a major warehouse fire in early 2000 the UK operations, then known as Moss International, entered receivership. To safeguard parts supplies and customers and vendors depending on Moss, the US company reentered the UK market, purchasing the assets of Moss International.



With the US and UK operations consolidated into one organization benefits in sourcing and purchasing have realized while the best practices of combined Moss operations have improved service to car enthusiasts all over the United States, United Kingdom and the rest of the world.

If you have a special Moss Memory you would like to share to help celebrate our 60th Anniversary, please send a note and a picture to [editor@mossmotors.com](mailto:editor@mossmotors.com) **BM**



# MOTOR GEAR



### Get a Better View of the Road

Moss searched the World and found windscreens produced in the UK on the original Triplex tooling! Whether you are doing a full restoration or replacing a cracked or pitted windshield, Triplex windscreens from Pilkington Classics offer the highest quality and best fit available.

MGA	456-071	\$249.95
MGB/C	458-375	249.95
Austin Healey 3000	021-852	390.00

### Looks Great and Sounds Sweet

Another Moss exclusive from our Tourist Trophy line—A polished stainless steel exhaust system for your 62-74½ MGB that offers great looks, a pleasant tone and an awesome value. Constructed of 201 stainless steel, our system features bolt-together flanges rather than slip joints and modern pipe hangers for a buzz free fit and increased longevity. The system was designed with tube shock conversions in mind so there's no bending or cutting required to clear the rear axle. System includes a polished muffler with a classic "slash" cut tip and installation hardware.



MGB Stainless Steel Sport Exhaust System 459-075 \$324.95



### Light Plates=Less Weight

Weight is a major obstacle to better handling and performance. Shave some pounds and increase torsional rigidity with our lightweight and strong front and rear engine plates. CNC laser cut from 6061 T6 aluminum alloy, the front plate weighs just over 1 lb. and the rear plate tips the scales at 3 lb. 7 oz., both are approximately one third the weight of the original steel plates.

TR250/6 Front Alloy Engine Plate	832-530	\$ 94.95
TR250/6 Rear Alloy Engine Plate	832-535	124.95

### Better Hoses for TRs

Silicone hoses offer a major advantage for your engine and peace of mind for you when compared with standard rubber hoses because they can withstand much higher operating temperatures and pressures. Replace your old hoses with our state of the art silicone hoses today.



TR2-4A Top Hose	834-262	\$52.75
TR2-4A By-Pass Hose	834-272	44.85
TR2-4A Intermediate and Bottom Hose	834-282	27.50
Various TRs Heater Hose	635-052	48.50





**Hot Wire Your Classic**

The Cobalt brand offers optimum technology and the highest quality materials of construction at an affordable price. Our exclusive plug wires carry maximum energy to your spark plugs for better combustion and more power. Cobalt wires are made with a stainless steel spiral magnetic core wrapped in aramid fibers with a fiberglass braid, and the colorful 8 mm silicone jacket seals out contaminants. Check MossMotors.com for a set of Cobalt wires today.



**New Tech for Old British Iron**

Don't waste your time looking at your spark plugs to figure out if your car is running lean or rich. Innovates' wideband O2 sensor and controller take the guess work out of analyzing your air/fuel ratio. Whether you are running stock carbs, Webers or forced induction, the correct air/fuel ratios will yield more power and better mileage. System includes the LC-1, sensor, XD-16 digital gauge, software and operating manuals on CD, sensor bung and plug and a serial cable interface for your PC. Innovate O2 Sensor and Controller  
982-100 \$289.00

**SU Enlightenment is Yours**

Dispelling the myth that SU carburetors are complicated and difficult to work on Moss has produced a DVD all about your favorite air/fuel blender. Learn how to disassemble, clean, inspect and rebuild the four most common types of SU, then see the correct method to set up and tune them. Regardless of what type of SU you have on your car this program contains a vast amount of very valuable information. Now on DVD, get one for yourself and your car club!  
SU DVD 211-036 \$39.95



**30 Degrees Fahrenheit of Separation**

Another Moss Exclusive! Our R&D ninjas have come up with another great product for your 62-75 MGB. This heat shield anchors to the frame and cross member lowering the ambient temperature of your floorboard by 30 degrees. Retrofit one to your existing exhaust system, or it's the perfect companion for our new stainless steel sport exhaust. A perfect Saturday morning project, our heat shield is easy to install with basic hand tools. Will not fit some header equipped cars.  
MGB Heat Shield 409-120 \$99.95



# Interior Decorating

A brief profile of the Moss Motors Upholstery Division

BY KEN SMITH

Photography by the author and Jon Gonzalez

**F**or over fifty years the Moss Motors upholstery division has provided enthusiasts with a wide range of quality products to refurbish their British sports cars. These include a wide variety of interior panels, seat kits, carpets, tops, tonneaus and related items to enhance your sports car and make it more comfortable to drive.

This is an exact science and every care is taken to ensure that

replacement items are as close in pattern and quality to the originals as possible.

A wide range of raw materials are sourced from a variety of vendors, who supply leather, vinyl, carpet and duck material to the Moss shop.

There Jenny Winston, the shop manager, and her team of seven dedicated professional operatives take great pride in achieving the

high standard the company is renowned for. Jenny has worked for Moss Motors for over 30 years and she and her team have over one hundred years of experience in British car upholstery.

Using original patterns cut from Lexan, (and incidentally, our current Vice President, Robert Goldman, was instrumental in shaping these when he was first apprenticed to the upholstery shop nearly a quarter

**“All Moss leather is tanned and vat-dyed to exacting specifications to ensure originality and long wearing durability and all seams are stitched rather than heat sealed.”**

of a century ago!) the materials are hand crafted so that there is never any variation from the authentic styles the manufacturers intended.

All Moss leather is tanned and vat-dyed to exacting specifications to ensure originality and long wearing durability. For those enthusiasts on a budget top quality vinyl kits are available at modest cost. All seams are stitched rather than heat sealed—even the original stitching on items such as seats is duplicated to the highest degree of accuracy. Moss offers a wide variety of trim and piping in addition to the original interior color schemes, so that

you can decorate your car’s interior to perfection.

Our carpet material is domestically sourced and the greatest care is taken to ensure that the patterns and fit will make installation a breeze with the minimum of effort. Trunk carpet kits have increased in popularity over the years and again, these are made in the Moss upholstery shop, in a variety of colors.

Many concours winning cars have sported Moss upholstery and judges have been known to comment on the authentic look of a new Moss interior.



### **Vanessa’s Vanity Makeover! TR4 Seat Replacement**

To demonstrate the quality and ease of installation of Moss products, we decided to install a new Moss seat kit in the 1964 Triumph TR4 belonging to Vanessa Flanders, one of our sales associates. At the same time we thought it might be a good idea to fit one of the Moss seat





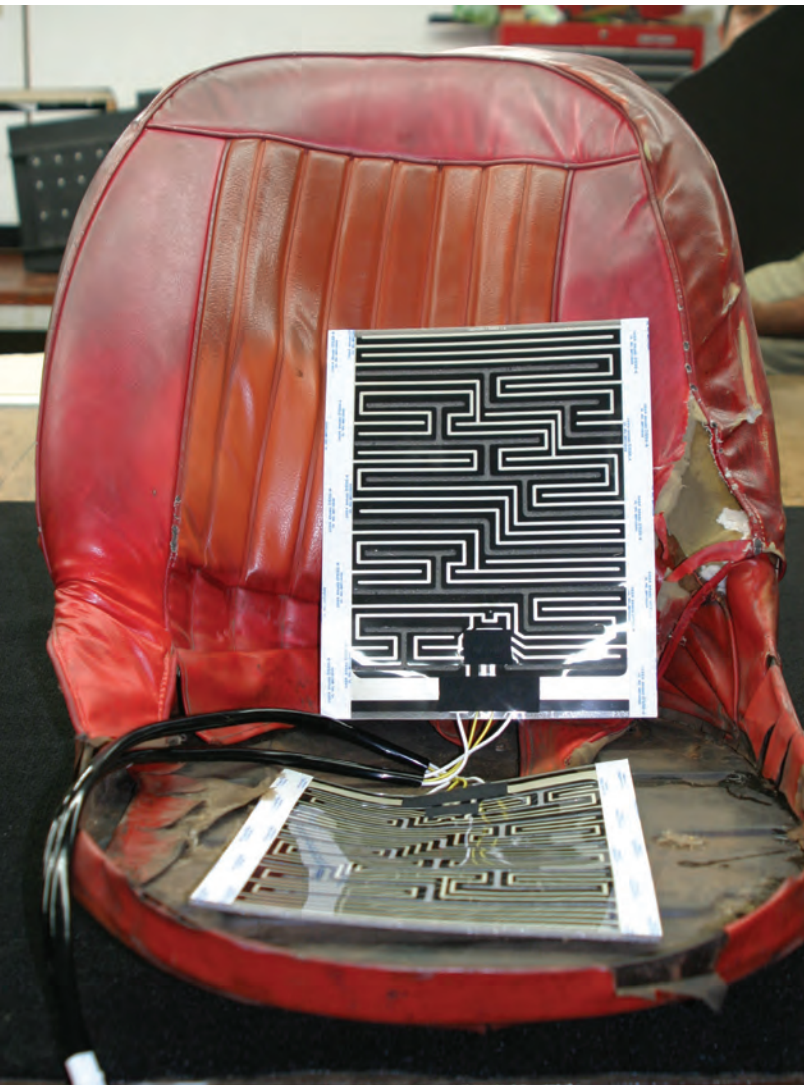
heater kits so that Vanessa could be warmed on chilly California mornings! Plus a seat heater makes a long drive more comfortable, and a warm back is less likely to become stiff and sore. We measured the seat heater elements against the old seats to confirm the fitment.

Vanessa's grandfather gave her the Triumph in 2003. The car had been restored in 1978 and had been

used by three generations of her family including her father since its purchase in 1972! Quite a deal of bodywork had been undertaken on the car while it was back in Hartford, Connecticut, but Vanessa commented that the hardest part was learning to drive a stick shift, a technique with which she is now quite proficient. This TR4 has also been featured on occasion on the

cover of the Moss TR4 catalogs.

The kindest thing to say when we first examined the Triumph was that Vanessa's seats were a little distressed! Upon removing the seats several things were evident. First, the mounting holes in the base of the seat pan had elongated and in some areas were actually cracked. Not really surprising after nearly forty years of hard wear! Some





## “The kindest thing to say when we first examined the Triumph was that Vanessa’s seats were a little distressed!”

welding was necessary to bring these back into line. These seats are of course, the pressed steel type.

Then, upon removing the vinyl seat covers another surprise—the interior of the material was covered in Chrysler logos! We therefore assumed that the seats had previously been recovered at some time or another with material obtained from a Chrysler dealer or associate. Vanessa’s grandfather confirmed this fact for us.

Removal of the seat covers also revealed that both the seat springs were broken and would need replacing. The horsehair mats were in somewhat poor shape and consequently were replaced, as were the cotton pads which sit on top of the horsehair. We recommend that if you are doing it yourself, tackle one seat at a time, as this method will enable you to see what goes where, when the time comes to restore the other seat.

As the photos show, Jenny and her crew worked gradually through the rebuild process. Particular attention was paid to the tacking strips and the fasteners of the seat covers and base springs.

Due to space constraints it is difficult to detail every aspect of what is a fairly complex procedure but Jenny offers the following tips for

those of you who are contemplating recovering your seats:

- Dismantle the original seat carefully, noting the order in which the various pieces go.
- Take your time—it will pay off in the final result.
- Make small cuts in the material at first—then you can always go on. You can’t re-cut if you make a mistake!
- Go easy on the adhesive required to hold down the seat covers, and the horsehair material.
- Use a trash bag over the seat back, then slide the cover on over the plastic material to ensure a smooth appearance. Once the cover is in place, the trash bag can easily be removed.

The installation of the heated seat kit, Moss part #903-250, was fairly straight forward with the only modification being the need to drill a small hole in the side of the seat base through which the wires are threaded to the control unit sitting on the transmission tunnel. This control, energized by a switch on the dash, gives you dual zone heating and is therapeutic to the body. Be careful not to trap any of the wires!

For more information on tackling a TR4 interior please see *How*

*to Restore Triumph TR4* by Roger Williams. Moss part #213-720

To see the broad range of original and upgraded upholstery offered for your vehicle visit [MossMotors.com](http://MossMotors.com) today. Carpet and upholstery samples are available, just ask one of our sales associates to include one in your next order.

**BM**





# Restomod Tech: In The Clutch of Things

BY KEN RUSSELL

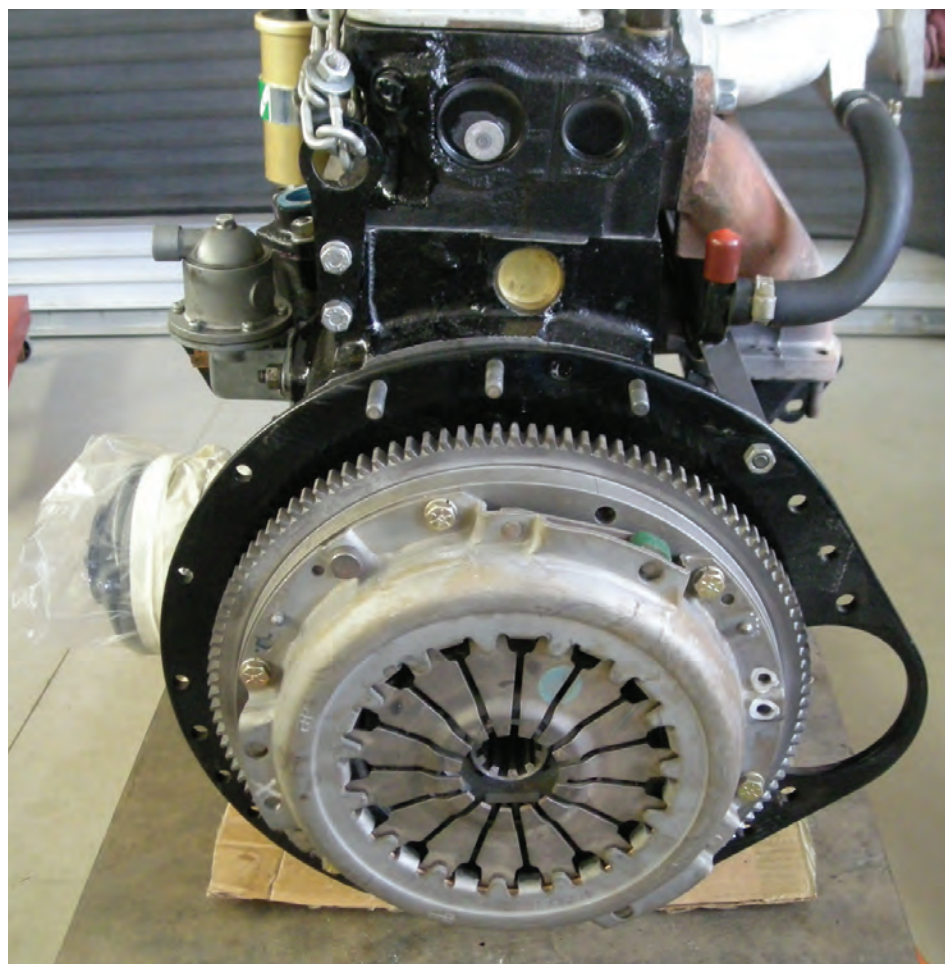
Photography by the author

**A**fter spending more than thirty years in the repair and restoration of all sorts of British cars, the word has always been, “Keep it Original.” Today, this is still true. However, I invite you to consider changes that can be made, to the betterment, in areas unseen.

**“It is completely acceptable to make changes which enhance drivability and reliability, making the car more fun to drive.”**

For years, owners would accept slight changes in what had been Original Equipment, as long as it was kept to small things such as better hoses, hose clamps, belts and spark plug wires – but only when the car had to look, and perform, as it had when new. Unfortunately, this also most certainly included continuation of the car’s regrettable failings in equipment, engineering, and materials.

The rationale behind all this is most understandable. The owners want to maintain their cars while



keeping them original because at resale, they are worth more. Let’s face it; we are seeing the sale price of our beloved British classics sell for multiples of what they sold for new. Whether it be MG, Jaguar, Triumph, or Healey, cars these days are carefully groomed, and expenses justified, as investments.

It is completely acceptable to

make changes that enhance a car’s drivability and reliability. It is acceptable to make the car quicker, more fun and easier to drive. If one is careful in the application of these modifications, one will enhance the value. Save for a few, these are sports cars that are meant to be driven and enjoyed. Certainly there is a class of collectable car which

must be kept as original as possible. These are not driven, and if so, not in earnest; they are to be shown and traded at high prices, to collectors. Our cars are for fun and it is no fun having to deal with a car when it is broken. If we can make some improvement which cures a reoccurring problem, then we have done a service to both ourselves and the subsequent owners.

Here are a few cases in point. Recently, a very desirable Aston Martin DB4-GT was sold for over one million dollars. One of its selling points was it that had a non-factory, current technology racing clutch. A weakness of this particular car was its twin disk clutch. The engine had far more power than the temperamental original unit could bear up with (for long). What is most impressive is the engineering that had to be undertaken, including machining a new flywheel and all the associated operating linkage. This is certainly above and beyond the scope of most owner-mechanics but it does illustrate what can be done by a competent shop, should the need be there.

A weak point for MGA, MGB, MGT and 1275 Spridgets was the carbon-faced clutch release bearing. It was simply not designed for daily stop-and-go use and would wear through the carbon, long before the actual clutch wore out. There used to be a wonderful roller bearing replacement, which completely eliminated this old woe. (Unfortunately, they are no longer being supplied at this time; hopefully they will return soon).



Many Triumph TR6s were fitted from the factory with a Laycock-Sheffield clutch. These were really racing clutches and were totally unsuitable for street use. They had two positions: Fully released and fully engaged (and no place in between)! Trying to “slip” these things was a waste of time and the force to depress the pedal was tremendous. Many an owner would be caught off guard by a changing traffic light and let up on the pedal too quickly. Bang! And off he would go. The trouble is the mounting brackets for the independent rear end can only take this abuse for a period of time, before causing the metal to

fatigue and crack, finally breaking. The bracket repairs are not inconsequential, or cheap. In all the years of replacing these clutches, I have never had an owner request another one! These days, I install a Borg and Beck unit; for which the owner is everlastingly grateful.

The famous racer and vintage car restorer, Phil Hill, did not get to where he is by ignoring a car’s weaknesses. He used to vintage race his classic 1928 Blower Bentley 4 1/2 liter quite extensively. It finished every race, thanks in part to a non-factory Borg and Beck clutch conversion.

What all these conversions have in common is the part(s) replaced were just not up to the task asked of them; the new items are far superior. But, most importantly, their good effect is felt, and not seen. It would be no stretch to say the manufactures would have included these items, had they been available at the time. We are simply carrying forward the natural progression.

Cheers! **BM**





# “MGs Rule” at Mid-Ohio

**October 12-14, 2007**

BY GREG PREHODKA  
MG VINTAGE RACERS

Photography by Daniel Mainzer and John Ruth

**I**t was almost a perfect weekend! The MG Vintage Racers had their annual “Focus Event” with VSCDA at Mid-Ohio in October, where all MGs were encouraged to come out and race. They came from Massachusetts to California and from Texas to Ontario! Three days of good weather blessed the event, as 63 MGs from a 1932

J Type to MGBs showed up to have a go of it. MGVR’s “Focus Events” are sort of an ongoing annual reunion for many MG racers. Two “All MG” races were included—one for “Fast MGs” and one for “Faster MGs,” for double the track time. Some racers actually wore out sets of tires with many logging over 200 miles of track action over the week-

Left to right: 1948 MGTC of Bob Grunau of Mississauga, Ontario, 1954 MGTF of George Pardee, of Clearwater, Florida, 1950 MGTD of Jeff Brown of Pittsburgh, Pennsylvania. Photo Credit: Daniel Mainzer.

end! And for the featured event of the weekend, the all MG “Denver Cornett Memorial Tag Team Relay Race” was specially staged. It was a blast for everyone involved—racers, crews, tag team runners, and spectators! Teams of three MGs each—of about equal total team lap times—were made up by the handicapper. Teams were mixes of various model MGs. The first MG of each team would do three laps and then pit and tag off the second MG on its team by using the team’s tag runner to pass a lanyard onto the next team car driver. Repeat second team car. The team’s third car took the checkered flag. There were ten teams, as the lead changed several times, with everyone cheering on their team’s cars and runners! On the third leg,

MG Group Shot MGs racing at Mid Ohio. Photo Credit: Daniel Mainzer.





the MGA of Lou Marchant got off her mark in the fourth position. Pushing the “pedal to the metal,” she raced her A as hard as she could and moved up three positions, passing the last car on the last part of the last lap, to take the checkered flag with a margin of victory of less than three seconds! Wow! And the crowds roared! What an exciting race and finish! The winning team included Lou (TX.), Ed Cronin (TD, PA.), and Butch O’Connor (MGB, NJ). In celebration, on the winner’s podium they sprayed Champagne all over the cheering crowd! Lou later reflected:

“As I sat on the grid with my MGA running, all I could hear was my heartbeat pounding in my ears when the lanyard was dropped in my lap. I thought to myself one last time not to screw up, and drive the fast line. I managed to pass a couple of cars. I forgot to count how many cars were launched in front of me but I knew that it was all over when they dropped the checkered flag! The first clue I had that our team won the race was as I came into the pits and everyone was clapping, cheering and giving me the thumbs up! Manley Ford (TD racer) was down on his knees bowing to me

with his hands over his head, and that really cracked me up! When Butch, Ed and Keith told me that our team won I was absolutely thrilled! Then on to the podium where we were awarded the champagne and silver cups!”

To compliment the weekend’s racing, MGVR had its party Friday evening, and VSCDA had their party Saturday evening. MGVR presented two of their own significant awards. First was their “Big Copper Bucket—Spirit Award” presented to a MG racer there, voted by their peers, as best capturing the spirit of MG Vintage Racing. It went to MGTC racer Frank Mount from Ontario, Canada, who first raced a MGTC 49 years ago! And then the “Bill Parish Memorial Award,” to a person just out to have fun in vintage racing. Linda Yates of Texas received the honor. Although Linda does not race, she has supported many races from the organizing end, as well as doing flagging and communications for years (her husband Reed races MGs). And special recognition was given to Denver Cornett who passed away last year. He raced his MGTC in the first race at Watkins Glen in

1948, and in the early years, plus joining vintage racing with the same TC in his later years. His son Denny and Denver’s wife Sherri joined us at the dinner, and for the weekend, to share in Denver’s memories as we honored Denver.



Winning MG Tag Team on the winner's podium. Left to Right: Butch O'Connor, MGB, New Jersey, Lou Marchant, MGA, Texas, Keith Murphy, team tag runner, New Jersey, Ed Cronin, MGTD, Pennsylvania. Photo Credit: Daniel Mainzer.

Now, setting the stage for next year, MGVR for the first time will stage two “Focus Events”—one East coast and one West coast. The West coast event will be at Laguna Seca in March, and the East coast event will be held at the new “Thunderbolt Raceway” in southern New Jersey which is under construction now. For more information visit [www.mgvr.org](http://www.mgvr.org) **BM**

Team photo: 1965 MGB # 1 of Jim Austhof of Alto, Michigan, 1965 MGB # 52 of John Ruth of Canton, Michigan. Photo Credit: John Ruth





# Cars and Coffee Show

Every Saturday Morning, 7 to 9am, Irvine, California

BY ROB MULLNER



Photography by the Author

**W**e can thank the Internet for many things; chief among them is the ease with which it puts information at our fingertips. Activities like finding cars, parts and like-minded people for our favorite hobby for example. Think about how the web has revolutionized how you find cars and parts for sale. Plus it makes placing an order at MossMotors.com extremely easy and efficient!

Frills Iron Bottom Tour” and I’m sure I would never have heard of it or participated in it (twice) if it weren’t for the Web.

To the list of web bounty I can add a little car show called Cars and Coffee that happens every Saturday morning at the Premier Auto Group headquarters in Irvine, California.

Much like the Internet, the C&C show is a smorgasbord of something for everyone with a huge helping of rarely seen lusted-after sports cars making early morning appearances in the heart of Orange County.

This show was previously known as “Crystal Cove” and was held in a slightly swankier part of Orange County on Pacific Coast Highway, overlooking the ocean. When the high-buck neighbors started to complain about early morning motors rumbling and pre-brunch burn-outs it was only a matter of time before this popular show wore out its welcome.

Fortunately our friends at Ford-Mazda-Jaguar-Volvo-Land Rover-Lincoln/Mercury offered up their Premier Auto Group facilities and the show moved effortlessly to Irvine

ending up with improved freeway access, breakfast facilities and indoor plumbing!

On a recent Saturday my friend George and I rolled down to the show to see what delights would drop by. As usual there was a featured marque, in this case Corvette, and a multitude of various Vettes graced a special section of the lot. For me the real fun of this event is strolling the aisles, looking for the unique and obscure cars you just don’t see on the street. These days the majority of classic British iron falls into that category and a host of MGs, TRs, Jaguars and Healeys were scattered across the parking lot.

Many owners were happy to swap stories about their cars and projects recently completed or in the dreaming stages. Plus, where else are you going to see a real Cobra parked two slots away from a Ferrari Daytona; and both cars are unattended as their owners are walking around looking at the other cars?

God Bless The Internet! For more information on Cars and Coffee please visit:

[www.carsandcoffee.info](http://www.carsandcoffee.info) **BM**



One of the overlooked benefits of the web is how it simplifies and streamlines the process of communicating about events that were previously unheard of. I’ve written about stumbling across the “No-

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# Ken Smith

## The Keeper of All MG Lore

BY ROB MULLNER

Photography by Moss Motors Staff

In this installment of HERO, we profile a man who truly embodies the spirit of this feature. If you have attended a Moss Motors sponsored British car show in the last two decades you have met this man and his ever-supportive wife Barby.

In any British car club there is always that one fellow who seems to have achieved it all; from the most daunting repair to a full restoration, this guy has been there and done that. He's usually a gregarious fellow who will buy you a pint and is always ready to loan you tools or the book you desperately need for this weekend's project. Beyond just being gracious this person

wears their enthusiasm for the cars, club and Mother England on his sleeve—literally. And of course, the lilt in his accent tells you that he really talks the talk.

Well, in this case I am lucky enough to work with this guy every week and I am constantly surprised by his knowledge, quick wit and unstoppable enthusiasm for the subject matter that unites all of us—British cars. His favorite flavor is MG.

Ken Smith is the keeper of all MG lore. With a veritable super-computer of MG related facts, figures and experiences in his noggin he is a walking MG Jeopardy board. Ask him a tough Morris

Garage fact in the form of an answer and I'll bet a few quid that he knows the question.

Sharing his experiences in three great books about the marque; Ken has been back and forth between the Continents to gather information, interview key MG personnel, speak at national and international events and most importantly, drive the cars that we all love.

One of the primary ways that Ken achieves Hero status is via his deep connection to the MG brand. Like most of us, his love affair with MGs started at a very early age. As Ken related, "My earliest memories of MGs were as a schoolboy in my hometown of Sheffield, England.

On my way home from school I had to change trams and walk a few hundred yards to catch the next one; walking past a car dealer called Charlie Wathen. There I saw all kinds of MGs like J2s, P-Types, SA saloons, VAs and the big magnificent WAs. For me they kindled a fire that has remained bright ever since.”

A 1965 tartan red MGB was Ken’s first foray into the MG brand. Upon joining the local MG Car Club and visiting the Abingdon factory regularly, Ken’s innate ability to make friends with anyone interested in MGs earned him the trust and respect of many of the people building his favorite cars. Ken was befriended by key MG personnel like John Thorley, Syd Enever, Don Hayter and Syd Beer, opening a whole new world of access and insight. Ken was so inspired by the cars and the people who produced them that he went on to chronicle their operation in his 1996 book, *Aspects of Abingdon*.

Another way that Ken has earned the Hero moniker is through his support of British car clubs and events. It’s a rare event where at least one person doesn’t stop by the Moss display at a local show and inquire about the Moss Mobile. While the Moss Mobiles have been off the road for some time they have attained “rock star” status. Ken and Barby piloted the Moss Mobiles (there were two different RVs) over 250,000 miles and drove in and around the 48 states supporting hundreds of British car shows and events.

At this point we must also recognize the Heroine beside the Hero, Barby Smith or as Ken lovingly calls her, “his Navigator.” Yes, they really are Ken and Barby, and there isn’t one pink MG in sight! Ken told me that Barby has nurtured his love of MGs and through their years together has become quite passionate about the cars

herself. Barby always aspired to an MG TD and in 1988 Ken located a nicely restored car for her.

Every road warrior collects great stories from their travels and Ken is no exception. He tells my favorite anecdote this way; “We left Kansas City in our MGB one morning at 5:00 am enroute to a car show in Dallas. Traveling down I35, dawn broke, and to our left was the rising sun and on our right was a full harvest moon. You can only get this kind of experience with the top down in a British sports car! The fact that our MGB was stolen two days later in San Antonio was yet another reminder that you don’t know what you’ve got ‘till it’s gone!”

Most importantly, Ken pulls the trifecta for Hero status when you learn his credo about MGs, which applies to all British cars, “MGs were meant to be driven,

MGBs Ken has owned, with the 20 plus years of service to the British car community through his work at Moss Motors, with the prior 20 years with other British car related organizations and the pivotal role he played in growing the MGB/MGC car club, which later joined the MG Owners Club, Ken truly has done it all. I can’t think of anyone else who could have organized 1,009 MGBs on the show field, but Ken did that too, at Ragley Hall in 1979. Even though Ken is officially retired, he continues to support Moss sponsored car shows and serves as Executive Editor of British Motoring and works with Dick Lunney and his Classic MG Magazine. Here’s to a real Hero—Thanks Ken for all of your support and enthusiasm!



and there’s no greater pleasure than traveling top-down on some back road where the car can really be enjoyed. So my advice is don’t just show it—drive it—time is too short to have your MG standing in some car park even though a lot of people admire it.

When you combine the 15

**Editors’ Note:** Do you know someone who is Hero material? Please send a brief overview of the person and their contribution to the British car hobby to [editor@mossmotors.com](mailto:editor@mossmotors.com) **BM**



## The Insiders Perspective: Triumph TR250

BY KELVIN DODD

Global Sourcing Engineer, Moss Motors

HEMMINGS STOCK EXCHANGE - IMPORTED COLLECTIBLES

### 1968 Triumph TR250

A one-year TR built for the American market melds the best of the TR4 and TR6 into one special, sought-after package



BY MARK J. McCOURT  
PHOTOGRAPHY COURTESY OF MIKE COOK

Unless you're an enthusiast for the rugged and powerful sports cars of England's Triumph, you may not be aware of the automaker's rare hybrid, the TR250. Triumphs have traditionally offered ample power and classic styling, if not refinement, and they have always been considered charming performance bargains; their TR250 is an appealing roadster with a special history whose values are on the rise.

Development money was tight at Triumph in the mid-1960s, and the four-cylinder TR4 couldn't keep pace with some newer, more plebeian vehicles. Sales slumped despite the addition of the Independent Rear Suspension (IRS) TR4A, and the company felt that a power boost over the standard 105hp, 2.2-liter four-cylinder would generate buzz while the next-generation TR was being finished. A half-liter increase in displacement (to 2,498cc) for the 2-liter straight-six from the Triumph 2000 sedan did the trick.

Triumph developed two versions of this 2.5-liter engine, one carbureted and one fuel-injected. The Lucas fuel-injected version, called Petrol Injection in the UK, became the first series-produced English car to feature this, and with a hot camshaft, it produced 150hp and 168-lbs.ft. of torque. The American-spec engine made 111hp and 152-lbs.ft.

of torque with two Zenith-Stromberg carburetors, ostensibly to meet emissions regulations. While the PI car was named the TR5, the carbureted model was badged TR250.

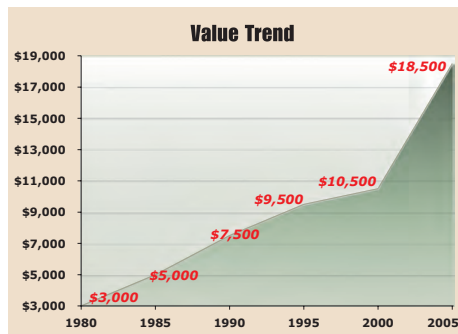
Because the Karmann-restyled TR6 was in the pipeline, Triumph couldn't divert resources for a full-out restyle of the TR250. They set it apart from its Michelotti-styled predecessor with thicker chrome side trim, cream-colored badges, red line 185 x 15 tires, Rostyle-design hubcaps and a leather-wrapped steering wheel. A new black-trimmed horizontal bar grille, silver reflective strips on the folding convertible top and a broad reflective stripe across the car's noses were also new.

The TR250 was a stopgap car that was replaced after 15 months by the new TR6; 8,484 were built, with the TR5 production even smaller at 2,947. Because of its rarity and clas-

sic appeal, TR250 values have been on the rise, although they still retain some TR "bang for the buck." Plenty of parts support makes them easy to restore, as does club support by organizations like "6-Pack," the Triumph TR6 and TR250 Club ([www.6-pack.org](http://www.6-pack.org)), and the Vintage Triumph Register ([www.vtr.org](http://www.vtr.org)).

VTR TR250 vehicle consultant Roy Smith offers some thoughts on TR250 collectibility: "I have seen good restored TR250s list for mid to high \$20,000s, and good originals or restored drivers for around \$15,000 to \$20,000. These prices are probably about double what they were 5 to 10 years ago, and of course, depend greatly on the quality. The prices for cars needing total restoration have also gone up recently; they seem to be getting up around \$4,000 to \$5,000.

"The value of the TR250 seems to be pretty comparable to the more common TR6 right now, but in the next few years, as both models escalate in value, the TR250 should out-pace the TR6 due to the limited numbers," he continues. "Many articles I have seen indicate that the TR250 and TR6 will probably start going up in value, following the recent trend in Jaguars and Healeys. Having seen some high-priced TR4s at recent auctions, I would say that the right TR250 at the right auction should do comparable or better." x



It's interesting how transitional models received poor press upon release, but later become more sought after for their rarity. The TR250 is a perfect example, when it was released everyone knew that there was a completely re-styled car soon to arrive. Those that couldn't wait were treated to a smooth six cylinder that completely changed the feel of the TR4A chassis the car was based on. Looking back with hindsight the TR250 combined the best of the quirky TR4 styling with the comparably modern bullet proof straight six. For me, the more modern look of the TR6 could never capture the same sense of aggressiveness that was offered by the earlier cars. Or maybe it was just that my first Airfix car kit was a TR4A and the mix of glue fumes and pre-adolescent hormones did something permanent to my brain.

Whatever the reason, the TR250 is my favorite classic TR. I love the stripe over the bonnet, but could do without the Rostyle hub caps. I'm sorry, but lets face it, these were not the top of the line styling product even at the time. In the next higher priced bin were lovely alloys with names like Wolfrace and Cosmic, but they were a bit beyond the corporate price point. It is items like this that really point out the downside of uniqueness. If you bolt on a set of Panaspport wheels, be prepared to have to prove, in fear of dire retribution, that the original wheels and hubcaps are carefully stored away, for the next "caretaker" of your classic.

If my lottery ticket finally comes through, I'm on the next plane to Colorado. I know where there is a really nice bright yellow TR250 that's been lovingly restored by a place called Sports Car Craftsmen. It's sporting a Moss supercharger and from what I hear it's more fun than a trouser full of weasels. **BM**



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