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FAREWELL, NEW JERSEY HELLO, VIRGINIA

BY ROBERT GOLDMAN

It was during the first light October snow fall when I backed a U-Haul into my new neighbor's garden wall. The rear tires slipped on some wet melting snow and bam, a twenty-something kid from Moss in California crashed his way into the state of New Jersey—poor folks. Twenty-seven years and three locations later, we have closed the books on our New Jersey facility.

I wish I could remember the square footage of our first Montville location. It was an old farm building in a park-like setting. The inventory was so small, before moving we actually set up the warehouse, shelving and all, in some disused space in California. This gave us a chance to test our order processing and inventory control systems in a managed environment.

Everything went well enough, but there were still some lingering doubts. On our first day of operation in New Jersey, the two-man crew consisting of Pete Cosmides and myself were given three orders to ship. We spent five minutes (maybe 10) pulling, packing and shipping the orders; then we spent the rest of the day hanging out. Life got busier from there on in.

After a year in Montville, we needed a new warehouse with more room to grow. An old mill, located on the Rockaway River, became our second home. A sluice gate diverted river water through a turbine mounted under what was now our loading dock. In the spring, snapping turtles

would meander up out of the stream and into the warehouse. Experience suggests it is advisable to approach a large snapping turtle from behind, or with an appropriate weapon. Push brooms work well.

During the Rockaway era, our association with folks like Greg Prehodka and Jerry Keller led to an ever growing early spring car show and swap meet, which eventually became known as the Best of Britain show. Little did I know it then, but a career shaping move for me came in the form of a melted-down computer terminal.

I shipped the dead terminal back to California with a note explaining how the terminal died because the smoke escaped. The idea was blatantly cribbed from an article in a local club newsletter, but it proved the catalyst for my eventual move into writing, editing and marketing.

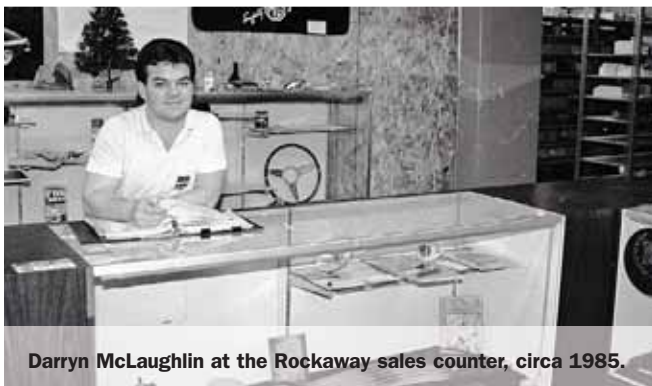
Almost three years to the day after arriving, I was shipped back to California.

Over the course of the next few years we moved again, to our final location near Dover, and Darryn McLaughlin became manager.

Fast forward two decades and we've taken a giant leap to our new home in Virginia. Through all those many years Darryn ran a reliable, well oiled machine. We will sorely miss both Darryn and all the friends we made during our time in New Jersey. But as often happens with children, they grow up and move out...and then don't call often enough. Sorry Mom.



Our first east coast warehouse, Montville, NJ



Darryn McLaughlin at the Rockaway sales counter, circa 1985.



Best of Britain in the snow. Everyone squeezes into the Dover shipping department.

Vintage GT Challenge

May 15 - 17, 2009



Featuring the Peter Morgan Memorial Race #2, Pre-War Spring Gathering, The Cars of the La Carrera, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Race



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June 4 - 7, 2009

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2009 SVRA CALENDAR

March 18 - 21 57th Mobil 1 - 12 Hours of Sebring Presented by "Fresh from Florida" - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Sebring International Raceway Sebring, FL

April 16 - 19 Savannah Spring Race - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Roebeling Road Raceway Bloomingdale, GA

May 1 - 9 Tire Rack Cannonball One Lap of America - Sanctioned by SVRA

May 15 - 17 Vintage GT Challenge - Featuring the Peter Morgan Memorial Race #2, Pre-War Spring Gathering, The Cars of the La Carrera, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road America Elkhart Lake, WI

June 4 - 7 Heacock Classic Gold Cup - The Peter Morgan Memorial Race #3, MG Vintage Racers Focus Event, Historic Stock Cars, OPTIMA Batteries Sprint Series Race and MotorCheck Enduro Series Races.

Virginia International Raceway Alton, VA

June 25 - 28 Mid-Ohio Vintage Grand Prix - Featuring the Mini-Cooper Golden Jubilee, Sports 2000, Formula 5000, Formula B/Atlantic, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races Mid Ohio Sports Car Course Lexington, OH

July 16 - 19 Kohler International Challenge with Brian Redman - Sanctioned by SVRA, Featuring Ford GT40, Formula 5000, Historic Grand Prix

Road America Elkhart Lake, WI

September 10 - 13 U.S. Vintage Grand Prix - Featuring the Peter Morgan Memorial Race #4 - Grand Jubilee, Formula 5000, Collier Cup, New York Governor's Cup, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.

Watkins Glen International Watkins Glen, NY

October 1 - 4 New Jersey Vintage Races - Featuring IMSA RS/2.5 Challenge Reunion Race #5, Historic Grand Prix, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

New Jersey Motorsports Park Millville, NJ

October 15 - 18 Road Atlanta Season Finale - Featuring Historic Stock Cars, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races

Road Atlanta Braselton, GA

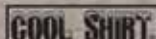
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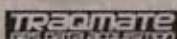
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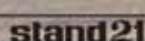
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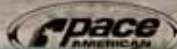
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Virginia Is for Lovers

Moss' new Virginia facility opened for business on May 1. What does that mean for you? Those on the East Coast can now expect shorter delivery times. The Virginia location will eventually be more than just a warehouse, as the campus is big enough to host events and other functions. We'll have more details as they unfold.



Moss TV

The Moss Motors technical department has been producing many informative videos that cover a wide, wide range of topics, and you can watch them on demand at mossmotors.com.

Even Bigger Prices for Big Healeys

Can big Healey prices keep climbing? Gooding & Company fetched \$99,000 for a 1960 Austin Healey 3000 Mk I BN7 during their January sale, but Barrett-Jackson recently trumped that figure by selling a pair of big Healeys for \$110,000 each at their recent Palm Beach auction: the blue and white 1960 3000 BN7 shown here plus a California Sage 1965 3000 MK III BJ-8.



Does that mean that yours is worth that much? Well, hard to say. Both of these cars had recently undergone total nut-and-bolt restorations.

Coast to Coast

John Macartney is a man with a plan: He's set to cover some 10,000 miles in a Triumph Stag during his Triumph Trans-American Charity Drive. His aim is to raise dollars and awareness for three charities: Anxiety Disorders Association of Canada, based in Montreal, Quebec; Assist Trauma Care of Rugby, England; and the Sidran Institute of Baltimore, Maryland.

His journey starts June 27 near Daytona Beach, Florida, at the Classic Motorsports magazine headquarters. From there, his route will hit many major metropolitan centers in both the U.S. and Canada before finishing at Triumphfest 2009 in San Luis Obispo, California, September 29.

Macartney lives in England, so a group of Chicago sports car enthusiasts has handled the complete restoration. Among the clubs represented are the Vintage Triumph Register, Triumph Stag Club USA and the Illinois Sports Owners Association. The Triumph Sports Six Club UK has also been helping.

For more information on the big journey, check out triumphtransamerica.org.uk. The kickoff party is open to all sports car enthusiasts, and details plus a map to the magazine's headquarters can be found at classicmotorsports.net. Triumphfest 2009 is billing itself as the biggest Triumph owners gathering ever, and their Web address is vtr-triumphfest-2009.com.



MG2009 Visits Colorado

This year's North American MGB Register's MG2009 gathering takes place in Breckenridge, Colorado, June 24-28. The schedule includes car shows, tours and lots of socializing. Visit mg2009.com for details.



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Postcard Promotions

I thought I would share two Austin-Healey items with you. The first is a postcard. I am sending out 2000 to determine if this will work in my business. The Healeys on the front will hopefully grab attention so the client will read the card. The second is the photo from the postcard.

I have had the black 1960 BT7 since 1972. I hauled her all over the country until 1992 when we did a full restoration with the majority of parts from Moss. Car looks and runs great.

In the early '90s I had the privilege to spend a lot of time with Roger Menadue, the first employee of Donald Healey and the engineer who hand built each new model and all the Healey race cars. His favorite was the 100.

I was able to purchase the red 1955 BN1 in 1988 and the car only required a partial restoration and complete mechanical rebuild. Again, the majority of the parts came from Moss.

My wife and I were lucky enough to go on a trip to England and Scotland in 2000. We split off from the group for a day and spent the day with Roger and his daughter and her husband. What a special day as Roger was such a special man.

Thanks for a great magazine.

Joe Smathers



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1 - Fits MGB 1962-'71 (ported vacuum), MGA, Sprite/Midget 948-1275, TR2-4A, Classic Mini 848-1275 (Not A+)

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Bushed Rocker Arms

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| Odd Numbered Arms | 839-115 | \$17.95 |
| Even Numbered Arms | 839-125 | 17.95 |
| Arms (8) & Shaft | 839-138 | 154.95 |
| Arms (12) & Shaft | 839-128 | 229.95 |



850-105
shown

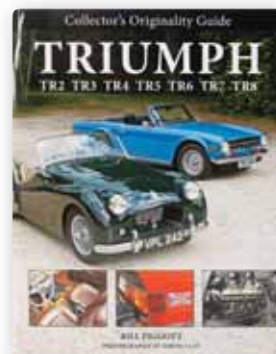
TR6 Coolant Hose Sets

Originally from 1970 the TR6 was fitted with unique moss green colored hoses. Quality reproductions of these hoses are now available in kits which include all green hoses, except the two inside firewall heater hoses which are black as original.

| | | |
|------------------|---------|---------|
| TR250/6 1968-'71 | 850-100 | \$69.95 |
| TR6 1972-'74 | 850-105 | 69.95 |
| TR6 1975-'76 | 850-110 | 69.95 |

Book: Original Triumph TR2-8

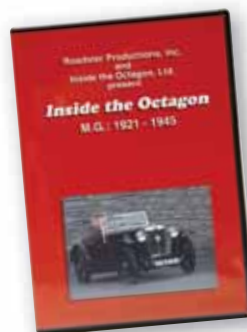
The legendary Triumph TR series of sports cars has always been a favorite among sports car collectors and enthusiasts. All three of the original Triumph series are now in one volume, covering the entire run from the TR2 of 1953 through to the TR8 of 1981. Author Bill Piggott draws on his vast experience as Archivist and Principal Registrar of the TR Register, along with his unique access to Triumph research and archives, to cover every detail of every model in the series. Exterior colors, mechanical systems, and all the myriad small features are noted and profiled in detail. In addition, Piggott has provided updated information where needed to ensure the book remains as accurate, reliable, and helpful as ever. Combined with the crisp, stunning images of automotive photographer Simon Clay, this volume contains all the information any collector, restorer, or enthusiast will want or need to be able to recognize or recreate the Triumph TR in all its glory. Hardbound, 352 pages, 8" x 10 1/2".



Original Triumph: TR2-8 213-775 \$50.00

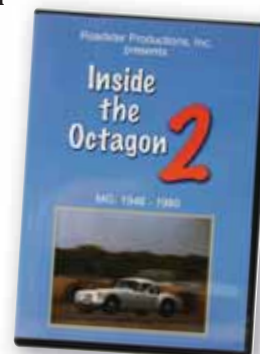
DVD: Inside the Octagon

Inside the Octagon - MG: 1921-1945 is a fascinating portrait of the pre-war MG Car Company painted by people who were there during MG's magic years. Through interviews and rare archival footage of pre-war MGs, you will experience the quest for the 100mph "baby car," the thrill and danger of pre-war racing, the family of MG workers, and the development of the most successful British sports car ever built! 96 minutes.



Inside the Octagon 2 - MG: 1946-1980 chronicles the MG Car Company from 1946 to 1980. Once World

War II was over, the MG Car Company hurried back into car production with the MGTC. Steel was rationed, and England needed an infusion of foreign currency. The MG Car Company turned to the export markets, and a decades-long love affair began between America and the little British sports car. From cars based on pre-war designs to the futuristic Roaring Raindrop and the beloved MGB, MGs were synonymous with fun and excitement until the end came in 1980 when British Leyland closed the MG factory in England. 86 minutes.



Inside the Octagon MG: 1921-'45 211-061 \$21.95
Inside the Octagon 2 MG: 1946-'80 211-062 21.95

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GETTING A HANDLE ON HANDLING



Despite their swoopy sheet metal and well-earned racing pedigree, a lot of our British classics aren't super-advanced when it comes to suspension. There's precious little suspension adjustment available up front, while the live axle often used in the back is about as basic as they come.

Add in a few decades of use and component degradation, and our cars are now wallowing to keep up with traffic. It's a sad day when an MGB can't out-handle a minivan that's on its way to soccer practice.

All is not lost, though, as a few simple modifications can greatly improve your British classic's handling. The parts needed for this upgrade are far from exotic, and the work can usually be done with simple hand tools. Best of all, the project can yield performance that would equal the factory-supported racers of yesteryear.

Step 1: Tires and Wheels

Just about everything that a driver asks a car to do—steer, stop and accelerate—is directed through the four tires, each one with a contact patch not much bigger than the palm of your hand. Tire health is critical to handling and is where

any suspension work should begin.

First, a tire that is either over- or under-inflated will not properly grip the road. And you can't check a tire's pressure by eyeballing it. A trusted tire pressure gauge is required, and don't forget that tires naturally lose pressure over time, especially during drops in ambient temperature. (Moss just happens to stock an all-brass, highly accurate gauge, by the way.)

Another factor is tire age. Despite the amount of tread showing, most tires only have a life span of about six years. After that, the rubber and other compounds break down to the point that handling and safety will be compromised. The

tires may seem to drive just fine, but they will mostly likely come up short when asked to tackle any kind of emergency maneuver.

Even though Moss does not supply tires, the company can still help maximize grip: a set of wider wheels

Whether on the road or track, you want your classic to handle well. Reviving an old suspension while also raising the limits a few ticks can be easily accomplished.





will improve a car's footprint and can also help owners fit today's modern radials on yesterday's classics. The sad truth is that sporty tires no longer come sized for 4- and 5-inch-wide wheels. In many cases, going to a slightly wider wheel—whether it's a Panasport, Minilite reproduction or other option—will open the door for alternatives.

Step 2: Removing the Slop

When we turn next to the parts, there's an important fact to remember: Most of these cars are 30, 40 and in some cases more than 50 years old. How can a car be expected to handle well when the suspension is hopping and fluttering all over the place?



The first goal is to at least get the cars back to stock configuration by replacing any old, worn-out parts. Rubber suspension bushings deteriorate over time, allowing unwanted suspension movement and, in extreme cases, letting metal components come in contact with one another.

Fortunately, replacement bushings are still in production, and in many cases the price is quite reasonable. A complete MGB major front suspension kit is \$169.95, while the individual bushings for the TR6's upper wishbones cost 85 cents each.

Stock rubber bushings have served enthusiasts for decades, but now there is a popular alternative: polyurethane. The stiffer polyurethane bushings offer a bit tighter handling and longer life.

Step 3: Shocking

Let's tackle some semantics first: The term shock absorber is actually a misnomer, as these suspension components don't exactly absorb shocks. Think of them as dampers and you'll be heading in the right direction. The springs support the car, and the shock absorbers actually damp the springs by timing how quickly they extend and compress.

A shock absorber is in rebound when its piston is pulled out from the body; the unit is in compression when that same piston is pushed into the shock absorber's body. How quickly this compression and rebound occur greatly impacts a car's handling.

Another fact of life: Shock absorbers wear out over time, as the internal seals, valves and other parts don't last forever. A worn-out shock absorber has trouble keeping the tire planted to the pavement, and an unloaded—or possibly airborne—tire doesn't do much to help handling.

Alternatives exist: original lever-arm



units can be rebuilt, and conversions to modern, tube-style shock absorbers are quite common. The lever-arm units maintain originality, while tube shocks allow the use of modern, typically less expensive dampers.

Whatever the choice, the goal is similar: Keep the springs in check and maintain traction. Think of it as the automotive equivalent of preventing the tail from wagging the dog.

Step 4: Alignment

The alignment of a car's wheels plays a large role in determining the size and shape of the tires' contact patch during cornering. Negative camber, which is when the tops of the tires are canted inward, is used to counteract the effects of body roll. Given sufficient negative camber, the wheel will remain perpendicular to the road surface during even the hardest of cornering, which will maximize the contact patch.



Whether you're talk-

ing about street or race tires, radials generally function better with more negative camber than the older bias-ply design.

Now here's the bad news: In stock form, most British classics don't feature enough negative camber up front.

But there's some good news: Moss has aftermarket parts that can help.

Adjustable camber bushing sets are available from Moss for the fronts of the Austin-Healey 100 and 3000; MGB and MGC; and Austin-Healey Sprite and MG Midget. Installing these bushings can easily allow the front camber to be set, in many cases going from the factory positive setting to either straight up or a sportier negative setting. (Moss recommends zero or 0.5 degree of negative camber for the street.)

Classic Mini owners have other solutions from Moss, including adjustable camber plates that tilt in towards the front suspension. Rear camber brackets and negative camber arms are also available for the rear end.

Step 5: Lean Less

When it comes to our cars, most of us want a corner-carving chassis that still delivers a plush ride. Meet the anti-roll bar.

The anti-roll bar is simply a U-shaped tubular bar that links one side of a car's suspension with the other. The middle of the bar hangs from the chassis.

The operation of the bar is just as simplistic as its shape. When the suspension is compressed on only one side of the car—for example, as a car dives into a turn—the anti-roll bar offers resistance as it is forced to twist, working to keep the car level and the wheels planted to the ground. The amount of force needed to twist the bar is its rate.

While stiffer springs at each corner of the car can more



or less accomplish the same goal, the anti-roll bar does its job without turning a car into a stiffly sprung coal cart. Since the anti-roll bar simply rotates within its bushings when both wheels are deflected by the same amount, the bar is only along for the ride most of the time. The bar adds spring rate only when it's needed.

Despite the relatively simple engineering found behind the anti-roll bar, many British classics didn't come equipped with one—it added expense that the bean counters couldn't justify.

Two solutions exist. For some cars, Moss offers duplicates of the factory-optional setups; aftermarket kits are available for others. Either way, installation is usually relatively simple since the anti-roll bars and related hardware are just bolted into place. (Some cars require appropriate backdating, but Moss provides the details; for example, early MGAs must receive the front chassis extension fitted to the later 1600 cars.)

Step 6: How Low to Go?

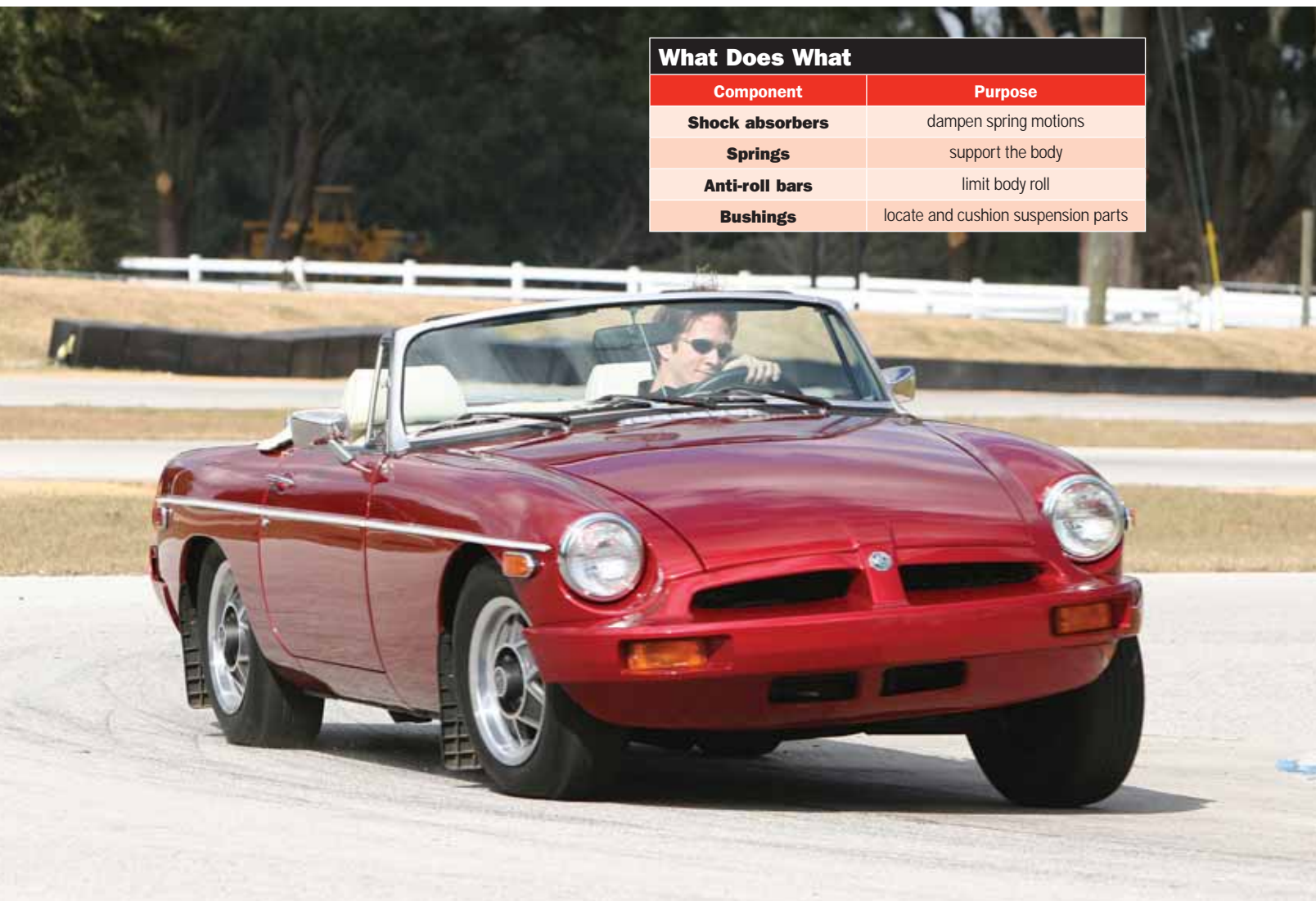
Lowering a car may make it look sportier, but there's a practical reason as well: Lowering can improve the handling by keeping the center of gravity closer to the ground, thus reducing weight transfer and resulting body roll.

However, most British sports cars came from the factory pretty close to the ground, although there is one major standout: The rubber-bumper MGB. Moss has a simple solution, however, consisting of shorter front springs teamed with a lowering kit that repositions the rear axle with spacers and longer U-bolts. (A similar arrangement is also used for the MG Midget and Austin-Healey Sprite.)



Step 7: Enjoy

If you follow our steps, you should have a tight, balanced sports car. Now it's time to go drive. **BM**



| What Does What | |
|------------------------|-------------------------------------|
| Component | Purpose |
| Shock absorbers | dampen spring motions |
| Springs | support the body |
| Anti-roll bars | limit body roll |
| Bushings | locate and cushion suspension parts |



Some Specialized Handling Hardware

While most cars respond well to the basics—fresh suspension hardware, a proper alignment and good tires—you might consider some model-specific handling upgrades. Here are few of our favorites:

New dampers for the MG TD and TF have been unavailable for some time, but an alternative now exists: Moss has a kit that uses modified MGB front shock



absorbers. The kit fits all TFs, as well as all Armstrong-equipped TDs.

MGTD/TF shock absorber kit (#264-398); retail price: \$1,034.95

The Austin-Healey 100 and 3000 didn't feature adjustable front camber in stock trim, but that can now be fixed. Moss offers an adjustable front shock absorber mount kit. Two horizontal bolts allow camber to be set as desired.



Austin-Healey adjustable shock mount set (#856-115); retail price: \$536.95

The MGB was supposed to have a deDion rear suspension, but that didn't work out.

A very conventional leaf spring suspension was fitted instead. Driven hard with good tires, the rear suspension will be displaced sideways, and that is not at all what you want.

The Frontline-Costello Panhard Rod Kit positively ties the rear axle to the body, preventing lateral movement.

MGB Panhard rod kit (#264-885); retail price: \$872.00



The TR2-6 spindles flex under load, and the harder you drive

the more they flex. When this happens, the pistons are pushed back into the calipers. When you step on the brakes, the pedal travel is excessive because the pistons have farther to go

before the pads touch the rotors. This kit solves the problem with stronger spindles which are further reinforced by rigidly clamping a collar between the bearing races.

TR2-6 front axle upgrade kit (#661-293); retail price: \$299.95

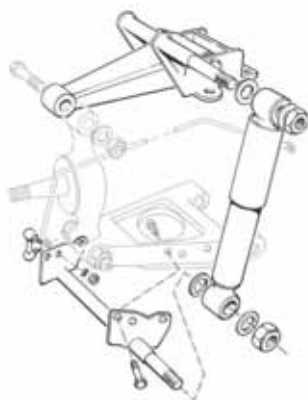
Moss has an easy cure for Triumph's wedged wonders; an anti-dive kit that works by relocating the front anti-roll bar. The end result is a TR7 or TR8 that's better behaved under braking.

TR7/8 anti-dive kit (#871-000); retail price: \$52.30



Most classic Mini suspensions feature rubber cones, not traditional coil springs. A coil spring conversion can provide a softer ride, and the parts are a direct replacement. Does not fit hydroelastic cars.

Mini coil spring conversion (#117-037); retail price: \$769.95



The MG Midget and Austin-Healey Sprite are fun, tossable cars, but they didn't feature the most advanced suspension. Many say that the Frontline tube shock conversion kit offers the biggest possible improvement to these cars.

Sprite/Midget front tube shock kit (#268-168); retail price: \$1,099.95

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TRIUMPH SPITFIRE: MARK IV & 1500

BY KATHLEEN M. MANGAN



For years the Spitfire has gotten a bum rap from some enthusiasts. In reality, its Italian-designed sheet metal covers a roomy cockpit and excellent suspension.

Despite having a curvy Italian body, strong sales numbers and a class win at LeMans, the popular, gutsy Triumph Spitfire gets little respect in the sports car world. The first cars had a few quirks—most fans will admit that—but most were cured by 1971, making the Spitfire a fun run-around-town car. Modifications can transform the Spitfire into a formidable autocross contender or fun weekend companion.

We say Spitfires—especially the 1971-'80 Mark IV and 1500 models—are a worthy addition to anyone's driving options. They're affordable, simple to work on, and easy to upgrade in terms of performance and handling. High production numbers mean there are plenty around for sale, and there are many owners who can offer support.

Even when introduced in 1962, the Spitfire was miles ahead of the the competition—the Triumph had a larger engine, independent suspension, front disc brakes, roll-up windows, lockable rear trunk, and tilting front hood. Its 1147cc engine featured 63 horsepower and the car had a top speed of 91 mph.

When Giovanni Michelotti redesigned the car for 1971, he eliminated the hood seams and awkward raised front bumper. He also squared off the rear end providing a larger trunk. This Mark 4 car also got a fully synchronized transmission, slotted wheels, and a new rear spring to prevent wheel

tuck on hard cornering. Even though the engine had already grown to 1296cc, unfortunately it was choked by emission controls and produced less than 50 horsepower at that point.

Introducing the 1500

A big change occurred for the 1973 model year, as Triumph released the Spitfire 1500 model. As the name suggests, the model now featured a 1500cc engine—1493cc to be exact.

The new engine had just a few additional horses, but the increased torque—an extra 10 lb.-ft—gave the Spitfire acceleration again. Suspension was also enhanced with a stiffer front anti-roll bar and a wider track that featured longer axles. Guards on the bumpers and a low front spoiler are identifying details. In 1975 the Spitfire got a better-shifting single-rail transmission, and in 1977 it received a smaller 13.5-inch steering wheel and column ignition switch.

Even though the price and weight went up while the performance went down due to federal regulations, sales remained strong through the '70s. When the last Spitfire rolled off the assembly line in August 1980, it capped total production at 314,342 cars.

The Spitfire was popular and successful in racing circles, too, thanks to its relatively light weight, narrow body, low center of gravity and independent rear suspension. It dominated

American small-bore sports car racing in the '60s and '70s, scoring numerous SCCA Runoff wins in the F Production and G Production classes, as well as eight Solo II autocross national championships.

Buying Advice

Rust is always a prime consideration when considering a purchase; check the floors, battery box, the rockers around the rear fenders and the area around the support tubes for the front bonnet. On the '71 and later models, the frame extensions to the rear bumper that were added for strength are open ended, so water can drip in and cause rust.

The engines are rugged, but be sure to check the thrust washers that hold the crank in position as they are prone to wear. Transmissions can be rebuilt for less than \$500. Listen for a whining noise in the back while driving—that may indicate there is low oil in the rear differential.



The Spitfire was known for roominess—plenty of legroom, lots of luggage space and a spacious engine compartment. The forward-flipping nose is a mechanic's dream.

Rear wheel bearings need to be replaced if the grease fitting on the rear axle is dried out. Be prepared for a full suspension and driveline rebuild. Rear leaf springs, lower A-arm ball joints, rear U-joints and bushings all wear out. Fortunately replacements are a phone call away.

For a basic restoration, Moss supplies body panels, floor pans, front air dams, carpet kits, upholstery kits and convertible tops. The body-on-frame construction makes it easy to put this car back together.

For aesthetics you can add after-market wheels: Moss supplies Minilite

Popular Replacement Parts

| Part No. | Price | |
|----------|----------|---|
| 190-990 | \$188.95 | Borg & Beck Clutch Kit |
| 580-100 | \$259.95 | Brake Master Cylinder |
| 586-521 | \$20.95 | Brake Rotor |
| 835-645 | \$55.95 | Water Pump |
| 835-100 | \$399.95 | Radiator |
| 660-028 | \$154.95 | Major Suspension Kit, front |
| 867-630 | \$269.95 | Rear Fender, LH |
| 867-220 | \$129.05 | Fiberglass Spoiler, front |
| 867-340 | \$109.95 | Rocker Panel, LH |
| 644-330 | \$409.95 | Vinyl Seat Kit, black |
| 644-650 | \$357.95 | Convertible Top by Robbins, black vinyl |

Insider's Info:

The Spitfire was first on the drawing boards at Standard Triumph back in 1957. It was known as The Bomb.

Spitfire outsold the Midget/ Sprite every year except 1969, the year a labor strike cut production at Triumph.

The black rubber bumpers are unique to the 1979 and '80 models.

Spitfires have earned more than a dozen SCCA National championships plus a LeMans win.

The Spitfire is based on a shortened Triumph Herald frame and running gear.

The entire front end—bonnet, fenders and bumper—flips forward, allowing excellent engine and front suspension access.

You can pick up a decent Spitfire for about \$1000 and fully restore it for less than \$5000 if you do the work yourself.

Some owners have built what is known as a Spit 6: A Spitfire powered by the inline six-cylinder engine found in the Triumph GT6. The swap usually requires the taller GT6 bonnet.

A favored model is the 1973 1500. It has the revised suspension plus the smallest bumper guards.

Check out the North American Spitfire Squadron at nasshq.org; they also hold regional and national Spit-Togethers.

reproductions, Panaspots and conversion kits for wire wheels. You'll have options on steering wheels too, with wooden or leather wheels in 13-, 14- and 15-inch diameters.

Performance Upgrades

First things to do on a Spitfire 1500 engine is to drop in a Pertronix electronic ignition and a Hayden electric cooling fan, says Moss technical expert Ken Martin. Pop out the temperature gauge and replace it with a split gauge that displays oil pressure as well as temperature, he adds. An oil cooler kit is also available.

Moss recently introduced a five-speed conversion kit that features a European Ford gearbox. Everything needed is included, such as drive shaft, pressure plate, clutch disc, U-joints, shifter and speedo cable. "The final ratio is higher than the original gearing, and will give you the same ratio as if you had overdrive in the car," Martin explains.

Next, for more power you'll want to swap out the stock single Stromberg carburetor. The best setup is two SU carburetors, Martin says, but you'll need a used earlier intake to make the conversion. But he says the side-draft Weber compares in horsepower gain, while the downdraft Weber is kinder on fuel economy. Owners will need to consider the legalities of carburetor changes.

Adding a performance header and free-flow exhaust system provides more pep, says Martin. There are a number of header options available.

Spirited Handling

To provide better balance to the suspension, Martin recommends the Lowered Fast Road Spring for the front end. "It keeps the front end as flat as possible and supports the shock absorbers so they can't compress as fast," he says. Combine this with a stiffer 7/8-inch anti-sway bar, polyurethane bushings rather than the stock rubber bushings, stiffer Spax shocks front and rear, and the Quick Steering Rack for spirited driving, he advises.

Of course at this point you'll want to upgrade brakes, so go with DBA drilled and slotted rotors, ceramic brake pads and stainless steel braided hose sets, says Martin.

"Spitfires are great looking cars with sensuous lines," says Martin. "They're reliable and there will always be parts availability. And what's nice is that there are a ton of things you can do to perk them up." **BM**



Thanks to high production numbers, Spitfires are still plentiful and reasonably priced. There are loads of parts and upgrade kits, as well as club support. It's hard to beat for low-cost sports car fun.



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TRACY DRUMMOND, PRESIDENT OF THE AUSTIN HEALEY CLUB USA

BY KATHLEEN M. MANGAN



The Austin Healey Club USA aims to be “the definitive resource” for owners. It has thousands of technical articles on the members-only Web site covering every aspect of restoring, maintaining, showing and racing a Healey. Tracy Drummond is the club’s president.

Tracy Drummond fell in love with British cars at age eight while riding his bicycle. He came across a British car show in the Glenwood Springs, Colorado, high school parking lot and was mesmerized.

“They were so different from American cars,” says Drummond. “They had a different sound and smell, wire wheels and tonneau covers with room just for the driver when zipped up. I loved the noise and the smell of burning rubber at the solo race.”

Drummond’s favorite was the Austin-Healey 3000: “There’s something about the car’s lines that I just really love.” Although he had never driven one, 10 years ago he decided to purchase his dream car when he found an affordable abandoned restoration on the Internet. The 1960 restored shell arrived at his house in Morgan Hill, California, on a trailer with many boxes of parts. “I was thrilled. Just sitting still it looked beautiful and fast, and it begged to be driven,” he says.

Drummond thought he could assemble the car and have it running in a weekend or two. But it took three months to get it on the road, and another seven years before he was satisfied with drivability and reliability.

Drivability Leads Upgrades

To upgrade the car, Drummond installed a five-speed transmission conversion kit. It provides a synchronized first gear and simulated overdrive with the fifth speed, plus it’s lighter, quieter and more reliable, he explains. He converted the generator to an alternator to run Lucas driving lights and a CB radio, and added relays in the lighting circuits. He added a stiffer sway bar for handling, and a taller rear end gear for cruising.

Currently, Drummond is restoring the hard top that came with the car. It took seven years to find the missing parts, but his persistence paid off. And he’s just finished restoring an MG Midget for his teenage daughter.

Drummond’s Healey is a daily driver and club cruiser. “It’s not so pristine that I’m worried about a rock ding, but it’s not embarrassing either,” he says. He participates in the Snowball 500 Rally, the Austin-Healey Rendezvous and local runs. “I’ve become popular to tour with since I carry many spare parts and can do repairs,” he adds.

In his search for parts sources and advice from other owners, Drummond attended the annual Rendezvous about five years ago. He got involved in the Golden Gate Austin Healey Club and became the event director and webmaster. He was

asked to take over the presidency of the Austin Healey Club USA in 2006.

Austin Healey Club USA

Drummond says his first priority was to launch a new Web site that would be a comprehensive technical resource for members. The new site was launched two years ago, and he admits it was a monumental task that is still only 33 percent complete despite the thousands of technical articles and BMC Service Bulletins posted on the site. They are still in the process of scanning technical articles. "It's a giant content database," he says.

In addition, healey.org also features a forum where members can discuss solutions to problems, racing modifications and concours suggestions. Members can comment on articles and join the discussion thread. The site includes current car values, a classified section, registry, online store, a photo gallery where members can upload photos, and a way to contact other members. The vast site content is open only to members as one of the key club benefits, although some information and history is posted on the public portion of the site.

The Austin Healey Club USA also publishes a color magazine six times a year and an annual calendar. The yearly Resource Book includes reference guides, facts, tuning settings, a membership roster and traveler's network of members willing to assist other members. The club sponsors Rendezvous each year, with four days of tours, concours judging, competitions, tech sessions, a car show and social events. There are often 200 to 300 participants.

Two National Clubs

Although there is another national club for the hobby—the Austin-Healey Club of America—Drummond doesn't see the two organizations as competitors. In fact, he tells owners they should belong to both groups. He explains that basically the Austin Healey Club USA (his club) is more focused on exchanging technical information, while the Austin-Healey Club of America is more social since it is affiliated with all the local clubs across the country. Both produce glossy magazines. He admits there is often confusion about the two national organizations.

If you work on your car yourself, the technical advice offered by club members can be invaluable, says Drummond. He got advice on the proper way to adjust his steering rack, how to install a window seal, and how to change his positive ground car to negative ground.

Technical know-how on British cars has enabled Drummond to get involved in racing as crew chief for Gary Anderson, who is the longtime editor

of the Austin Healey Club USA's magazine. Anderson races a 1960 MGA in historic racing events. Drummond explains that they went through turmoil with the engine in his first season, and he had to learn to tune a car for racing, but the car is now reliable and competitive.

"The team hasn't scored any wins, seconds or third place finishes, but we see steady improvement every time we go out. We start in the middle of the pack and we finish in the middle, but we run a clean race and we have fun," Drummond says.

Driving Is Everything

As much as he enjoys racing with the team, driving his Healey is what Drummond loves most. "Driving a new car is so sterile and quiet. The Healey is real and raw. You sit low to the ground and the asphalt goes by real fast. The exhaust fumes get into your hair. You have to pay attention and listen to the car. You can hear the beautiful sound of the motor echoing in the canyons. You get closer to your surroundings. You just can't substitute the experience," he says. **BM**



When Tracy Drummond bought his big Healey, it was a basket case. Now it's a beautiful example, and upgrades include a five-speed transmission, alternator, stiffer sway bar and taller rear end gear. It handles rallies, road trips and car shows with ease.

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ACCESSORIZE

BY DAVID SCOTT

We have been personalizing our sports cars since the first ones rolled out of the factory, each owner adding their own little touches. Some of these add-ons made the cars quicker, while others added some practicality. Either way, they all made the cars as unique as the owners driving them.

A slew of accessories can still be purchased for your favorite classic. Sometimes, however, the hard part is just figuring out where to start.

Mirror

Side-view mirrors didn't become a federal requirement until the 1968 model year, so up until then owners and dealers got to make their own choices. The popular options are still available, including the stem-mounted Lucas style, as well as the popular bullet-shaped model.

Often less than \$50 each

Wind Wings

Interior too windy for you and your companion? A period-correct solution still exists. No drilling required, either.

About \$70 to \$105 depending on application

Steering Wheel

They might not have always come from the factory, but a wood-rimmed steering wheel just seems so right in a British classic. Moss carries steering wheels from both Moto-Lita and Tourist Trophy.

Starting under \$300 plus the hub

Key Fobs

The cheapest, most basic ring will do a fine job of keeping your keys together, but doesn't your classic deserve something with a little more class? Cloisonné and leather key fobs still look the part.

Usually less than \$10 each

Shift Knob

Cloisonné-topped shift knobs in either walnut or vinyl still look and feel great. Plus installing one couldn't be easier: screw off the old one and then spin on the new one.

About \$25 each



Badges and Bar

It's amazing how some chrome and cloisonné can instantly tell one enthusiast so much about another—favorite race track, car club affiliation and even heritage.

About \$20 to \$60 per badge, about \$100 for the badge bar

Lights

Today's auxiliary lights can put the sun's power on your front bumper, but they're not going to look right on a chromed-bumper classic. You want something with just the right amount of chrome.

Starting at less than \$100 per pair



Tonneau Cover

Keep out the leaves, twigs and prying eyes with a tonneau cover. Fabric choices include British Everflex vinyl—a perfect match for the original pieces—as well as Sun-Fast canvas.

About \$300 to \$700

Luggage Rack

For decades chrome-plated tubular steel trunk racks have helped make weekend getaways possible. Choices include replicas of both the factory optional racks and the Amco offerings.

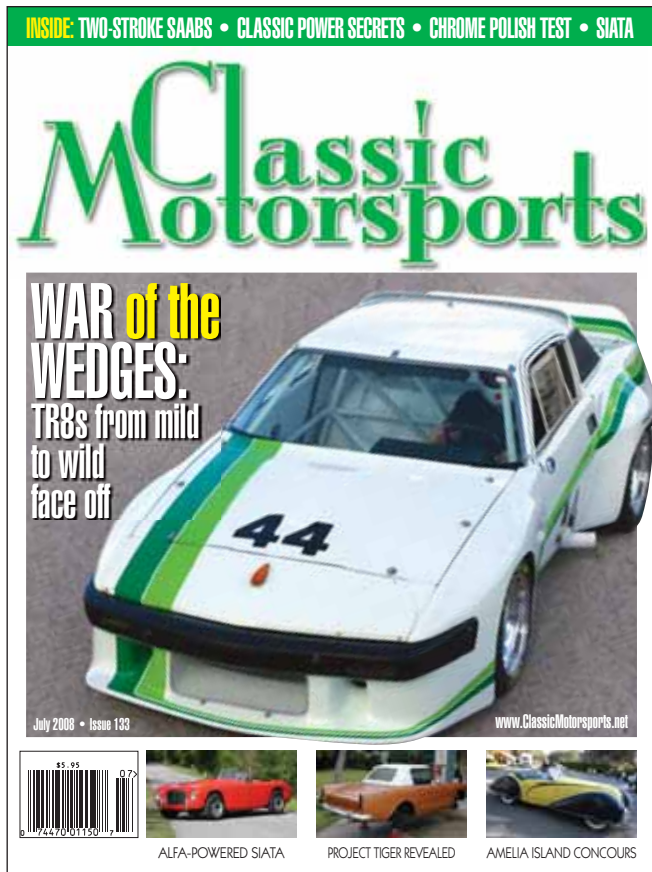
About \$250 to \$400

Exhaust

Give your favorite classic a bit of a snarl with a sport exhaust. Options include heavy-gauge steel and polished stainless.

Starting around \$300

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HOT BLOODED

BY MICHAEL GRANT, MOSS TECHNICAL SERVICES



Many of us have been there: That telltale puddle of water says that something is amiss with the cooling system. Fortunately the fix is usually easy.

With the onset of the summer driving season, we'll start getting many calls about cars that overheat, or at least seem to. In an effort to get you thinking about all the things that can affect how the cooling system performs, we've compiled a list. It isn't comprehensive, and some of these points will not make sense for some cars, but it may prove useful.

Gauge Accuracy

Is your instrument accurate? Use a separate mechanical temp gauge, or one of the new infrared temperature sensors to verify its accuracy or learn what "N" and "H" really indicate.

What Is Too Hot?

185-195° F is fine. Going up a steep grade, the temperature will climb, often approaching 210° F. Again, this is not a problem. It will come down once you start downhill. Engine coolant temps 220° F and above are too hot because engine oil additives start to break down.

When Does It Overheat?

A car in good running order that overheats standing still but runs fine at speed doesn't have enough air flow. A car that doesn't overheat standing still but does at speed may have a radiator core that is not adequate for the heat generated, or the coolant is moving too quickly through the core for maximum heat transfer.

Sudden Case of Overheating For No Obvious Reason

This may indicate a mechanical problem. Check your fan belt. Do you have a leaking hose or hose connection? Check for a blown head gasket.

Fan Size & Rotation

Are the blades installed facing the right way and pulling air through the core? More efficient fans may be available for your application.

Vacuum Advance

Check your workshop manual, and check your ignition timing at idle and at 3000 rpm. Typically, 32 to 35 degrees of advance is ideal at 3000 rpm.

Thermostat

Run a thermostat that opens at the point suggested in your workshop manual. If you have any doubts about the thermostat, make sure it's working properly—test it in a pan of hot water with a cooking thermometer. Don't remove the thermostat, as the coolant may be pumped through the radiator too quickly to cool effectively.

Radiator Caps

The earliest sports cars did not have a pressurized system at all. Many early cars used 4 pound caps (4 lbs./sq. in.), while later cars used 7 pound caps, and still later 10 or 14

pound caps were common. Raising the pressure raises the boiling point. Make sure the seal on the cap reaches down inside the neck far enough to actually seal. Many British cars have filler necks that are 1 inch deep and many modern caps (even those listed for your car) are made for a 3/4-inch-deep filler neck. Check that the metal disc in the cap is not cracked or warped. Run a flat file across the top of the radiator filler neck. It must be perfectly flat to seal properly.

Open vs. Closed Coolant Systems

Early cooling systems are open. When the pressure inside the system exceeds the pressure exerted by the spring in the radiator cap, the radiator vents through an overflow tube, dumping coolant on the ground. Check your coolant level—it should be about 1 inch below the sealing surface in the filler neck. Modern coolant systems incorporate a recovery tank and a special pressure cap that allows fluid (and air) into the recovery tank when the coolant heats up. When it cools down, the coolant contracts, and pure coolant (no air) is drawn from the recovery tank into the radiator. Sealed systems are more efficient, and many cars have been converted to a sealed system.

Radiator Core

When was it flushed? If the core has tubes that are partially blocked it won't work very well. The radiator may need to be rodded out by a specialist.

Flushing the Block

A 1/16-inch layer of calcium carbonate buildup in an engine blocks heat transfer like four inches of solid cast iron. Talk to a radiator shop about what can be done to clean out the block.

Air Ducting

Many cars use seals and/or panels of various materials to direct air through the radiator. If left out, air will flow around the core.

Fan Shrouds

A fan pulls air through the core in the donut-shaped area swept by the blades. A fan shroud is essentially a large box lid attached to the back of the radiator with a big hole for the fan. The fan creates a low pressure area behind the entire core. Air flows through the whole core, making it more efficient. Aftermarket shrouds are available for many cars.

Coolant

Run a 50/50 mix of a good quality anti-freeze and water. Increasing the percentage of anti-freeze reduces the rate at which heat is transferred to and from the coolant.

Coolant Additives

Redline Water Wetter really works. It is a unique wetting agent for cooling systems which reduces the tendency of the water molecules to adhere to each other. This reduction in surface tension increases the rate at which heat can be transferred. Customers routinely report 10-12° F drops. **BM**

More Details

Infrared Thermometer

This is an indispensable tool for troubleshooting cooling problems – point and pull the trigger. The laser shows you where the reading is being taken, and the large digital readout indicates the temperature in seconds. Use it to check thermostat operation and radiator efficiency. Reads in Fahrenheit and Centigrade from -76° F to 932° F (-60° C to 500° C) with accuracy of +/- 1° C.

Part # 386-265



Texas Kooler Fan

For the six-cylinder Healey, there is no better fan. The North Texas Austin Healey Club (NTAHC) used to sell the Texas Kooler, but when the factory in Fort Worth closed and the tooling was destroyed, the fan died. Moss has reproduced the Texas Kooler in cooperation with the NTAHC. Read more about it on our Web site. For the 100-4, you will need an adaptor kit.



Part # 834-882

Part # 834-884 adaptor kit for 100-4

Radiator Fan Shroud

The engine-driven fan in the MGB pulls air through the radiator core in the donut-shaped area swept by the blades. The rest of the core only has significant air flow at speed. With the fan shroud fitted, the fan creates a low pressure area behind the entire core. Air flows through the whole core, making it much more efficient. On average, the shroud increases the airflow through the core about 20 percent. This can make a huge difference when you are stuck in traffic or driving through town at relatively low speeds. (Note: The 459-685 fits 1962-'67 MGBs without modification. It can be installed on 1968-'76 MGBs if it is trimmed a little to clear a radiator hose.)

Part # 459-645 Radiator Fan Shroud MGA

Part # 459-685 Radiator Fan Shroud 1962-'67 MGB



Lower Air Duct Panel MGB

Mounted up in the nose, it directs air through the optional oil coolers that were mounted below the horizontal steel panel in front of the radiator on 1974^{1/2}-'80 MGBs. This panel also directs air that enters the nose through the radiator core, and it prevents hot air that has gone through the radiator once from coming back around again under the radiator and back through the core.



Part # 475-245 1974^{1/2}-'76

Part # 475-255 1977-'80

Rear Air Duct Panel MGB 1977-'80

Often called a "mud guard," this panel mounts right behind the radiator in front of the engine. The panel is essential for keeping the radiator operating at maximum efficiency. When it is missing, air flow under the front valance backs up against the engine reducing air flow through the radiator.



Part # 458-195

WaterWetter® Additive for Cooling Systems

WaterWetter is a unique additive for cooling systems. It works because it breaks down the tendency of water molecules to cling tightly to one another (surface tension). It has been formulated to be compatible with all commercial anti-freeze mixtures, as well as the metals in your cooling system such as aluminum, cast iron, copper, brass and bronze. If you are running a mixture of water and ethylene, or propylene glycol anti-freeze, adding WaterWetter will improve the rate of heat transfer. This means heat from the block and cylinder head will be picked up by the coolant more quickly, and the coolant will eliminate heat into the atmosphere through the radiator more quickly. Customers routinely report drops of 10-15° F. If your cooling system is marginal on a hot day, WaterWetter may give you the edge you need.

Part # 220-115



For the TR2, 3, 4, 4A, Austin-Healey 100, 100-6 & 3000, and MGA:

Thermostat, Bellows-Type, 160° F

This is a Moss reproduction of the OE-type bellows thermostat, with a sleeve to block off by-pass when the thermostat opens. Suitable for systems using 4-7 lbs./sq. in. radiator caps as original. For systems over 7 lbs./sq. in., use 454-155, a wax capsule-thermostat that also has a sleeve to block off the bypass. The reason you can't use a 434-165 bellows-type thermostat with a cap rated over 7 lbs./sq. in. is because



the pressure in the system collapses the bellows, opening the bypass and causing increased operating temperatures, and possibly overheating.

Part # 434-156

Thermostat, Wax Capsule-Type, 160° F

This is a wax capsule-type thermostat with a sleeve to block off by-pass. It is suitable for systems with higher-than-stock pressures (over 7 lbs./sq. in.). The wax capsule design is not affected by the higher pressure. For 4-7 lb. systems, use the 434-156 thermostat. This thermostat is designed to fail "open" instead of closed. The sleeve is in the full raised position when cold, nearly touching the top mounting flange. The closure to block fluid flow is between the inner cylindrical body and the top flange. As this unit approaches the preset operating temperature and begins to open, the sleeve moves downward (along with the cylindrical body) to block the bypass port.



Part # 434-155



YOUR PROJECTS

A SPRITE IN MY LIFE

After searching for a car to restore, in 2002 I found a 1967 Austin-Healey Sprite in the Classic Auto Trader in Buckeye, Arizona, listed for \$500. I thought it was a cute little car, and bought it for \$450 plus a 16 oz. beer. The car had been sitting for 25 years.

I towed my Sprite 120 miles home and the fun began. I removed the 1098 motor only to find that although the transmission was still good, the motor couldn't be saved. I replaced it with another 1098 motor from the MG Shop in Tempe, Arizona.

Just over a year later, I decided to take a harder look at the car and removed everything, including the paint. I found that the floor pans, rocker panels, rear apron panel and bulkhead all needed to be replaced. I had the Sprite painted metallic silver satin when the body work was completed.

Assembly came next, starting with the motor, transmission and drive shaft. Then I went on to install the wiring harness, cooling system, heater, sport exhaust, side-draft Weber carburetor, fuel system, clutch, steering, front suspension, rear suspension, brake system, hood and trunk. Completed early summer 2006, the car ran great and sounded strong.

After I was injured on the job and went on disability, I put the Sprite up for sale for \$4,000. Six people looked at it, but it didn't sell. Last fall I decided to continue to improve the car by installing 205/60R13 tires, sport rims and many, many new parts.

My thanks to Moss Motors for so much technical assistance in rebuilding the Sprite. Moss had 99 percent of the parts I needed to complete the project. I have no idea how much money I actually spent on the car, but it probably comes to about \$15,000.

I had not so much as started the Sprite for two and a half years when finally in March I installed a new battery, added fuel and turned the key. It started right up. I had to bleed the clutch and brakes, and loosen up the shifter that had seized due to rust. And then I took it for a spin. Some adjustments are still needed, but I am really happy to be finally driving my prize.—Ronald Hunt **BM**



Ronald Hunt's Sprite needed some assembly when it came into his life, but today it's quite stunning. He counts Moss' catalog as an ally during the rejuvenation.



COMING EVENTS

- June 17-20:** TRA National Meet, Charles Town, WV, contact Joel Rosen, 410-775-7937, jrosenii@lycos.com, www.triumphregister.com
- June 19-21:** EuroMotor Extravaganza, Sand Springs, OK, contact Les 918-430-5968, gtvalfa@sbcglobal.net, www.EuMoEx.com
- June 20-21:** Eurocar 2009 Time Trials and Car Show, Lorenzo State Park, Cazenovia, NY, contact Rick Kunz, 315-299-4351, rkunz@twcny.rr.com, www.mgcarclub.com/cny
- June 21:** 28th Annual British Car Field Day, Sussex Village Park, WI, contact John Stockinger, 262-521-1072, jstockinger4@wi.rr.com
- June 24-28:** MG 2009, Beaver Run Resort, Breckenridge, CO, contact Bob Gloyd, 303-263-8189, MG2009@comcast.net, MG2009.com
- June 27:** Triumph Trans-American Charity Drive kick-off, Classic Motorsports, Holly Hill, FL, www.classicmotorsports.net
- June 29-July 3:** Mini Meet 2009 East Meets West, Winona, MN, www.minimeet09.org
- July 3-6:** MOG-39, Morgan Car Club of Washington, DC's 39th Annual Morgan Owners Gathering, Staunton, VA, www.morgandc.com,
- July 12:** 9th Annual British Invade Gettysburg British Car and Motorcycle Show, Gettysburg, PA, www.BritishInvadeGettysburg.com, contact Ralph 717-979-9242, Ralph_Eriksen@yahoo.com
- July 13-17:** NAMGAR GT-34, Hot Springs, AR, www.gt-34.com
- July 24-26:** Greater Ozarks British Motoring Club's 10th Annual British Car and Cycle Meet, Carthage, MO, www.gobmc.org, contact Jim 417-848-3773, mgman@ipa.net
- July 26:** 7th Annual British Car & Motorbike Show, Chinchilla, PA, www.bccnepa.com, contact Harry 570-241-5911 or Bruce 510-457-6677
- August 23:** UK Car Day, Riverbend Genesee Valley Park, NY, 585-872-6536, www.UKCarDay.com
- August 28-30:** 12th Annual Gathering of MG Drivers Club of North America, Jiminy Peak Mountain Resort, Hancock, MA, contact 908-713-6251, mgdriversclub@hotmail.com, www.mgdriversclub.com
- Sept. 13:** Euros at the Fair, Lowe's Motor Speedway, NC, contact Larry, 704-697-9531
- Sept 13:** 23rd Annual Chicagoland Fest, Des Plaines, IL, contact Jack Feldman, qualitas.jack@gmail.com, www.britishcarunion.com
- Sept 13:** Brisbane Marina British Car Day, CA, contact 310-392-6605, britishcarnetwork@gmail.com, www.allcarcentral.com/thebritishcarnetwork.html
- Sept 18-20:** 28th Annual British Car & Cycle Show, Creve Coeur Lake Park, St. Louis, MO, contact John 636-939-9338, abcsreg@stlouismgclub.com
- Sept 19:** Brits on the Beach 12th Annual British Car Day, Historic Ocean Grove, NJ, www.pedc.org, contact PEDC@comcast.net, 732-477-3878
- Sept 19-20:** 26th Annual Colorado English Motoring Conclave, Arvada, CO, contact Gary George, 303-477-0189, gfgv12e@aol.com, www.coloradoconclave.com
- Sept 24-26:** 6-Pack Trials Festival, Long Beach Island, NJ, contact jimholewka@hotmail.com, www.6-pack.org/TRials09/Trials09.html
- Sept 25-27:** 19th Annual Rio Grande Valley Regional Rendezvous British Car Meet, Chama, NM, www.baooa.org, contact Kevin 505-345-4207
- Sept 26:** 30th Annual NAMGBR Mid-Atlantic Regional, Rocks State Park, MD, www.mgsofbaltimore.com, 410-817-6862
- Oct 2-4:** 9th Annual British Legends Weekend, Bridge Park, Buzzards Bay, MA, www.CapeCodBritishCarClub.org
- Oct 10:** Brits by the Bay, Downs Park, Pasadena, MD, contact James Meechie 301-520-3418, BritsByTheBay@gmail.com, ww.TRACLTD.org
- Oct 10-11:** British Car Roundup, Old Town Clovis, CA, contact 559-352-7968, valleybritish.org



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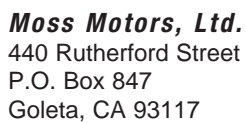
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