

Moss ~~Moss~~ **MOTORING**

Fall 1998

Moss Motors, Ltd.

5776 VENICE BOULEVARD • LOS ANGELES 19 • CALIFORNIA • WEBSTER 8-6317



TC TD TF
PARTS LIST

Our First
Catalog Cover

Check Out the
Bumper to Bumper SALE on pg 16A

50 CENTS



THE  MIDGET

ANNIVERSARY
1948 1998

Vol. XVII, No. III

British Car Events Calendar 1998

We are proud to bring you one of the most comprehensive listings of British car events taking place during 1998. If you are connected with an event and wish it to be advertised FREE reaching 200,000 readers—send details of your event as soon as the dates are confirmed, and at least two months in advance to: Events Calendar, Moss Motoring, 440 Rutherford Street, Goleta, California 93117. Closing date for insertion in the next issue is October 1, 1998.

AUGUST, 1998

- 1 British Car Day, Dayton, OH, (937)837-5510
- 2-7 Austin-Healey Conclave '98, Michigan, (616)891-3526
- 6-9 Club T MG Rendezvous, Port Townsend, WA, (503)645-8435
- 8 British Car Day, Buffalo, ND, (701)293-6882
- 12-16 Healey Encounter '98, Gettysburg, PA, (717)392-5380
- 13-15 U.M. Summer Party, Grand Rapids, MI, (616)682-0800
- 23 Taste of Britain, Lancaster, PA, (717)292-0579

SEPTEMBER, 1998

- 4-6 All British Meet, Kansas City, MO, (913)248-9197
- 9-13 NEMGTR GoF, Watkins Glen, NY, (315)859-0962
- 10-13 TR6 Six-Pack Trials, Whippany, NJ, (973)470-0745
- 11-13 Austin-Healey Meet, Port Hadlock, WA, (360)876-8236
- 12-13 British Car Meet, Palo Alto, CA, (310)392-6605
- 12 Fallfest Moss Motors, Dover, NJ, (201)361-9358
- 13 Battle of the Brits, Sterling Heights, MI, (810)979-4875
- 13 British Car Meet, Manchester, CT, (860)621-5211
- 13 British Car Festival, Des Plaines, IL, (708)442-7380
- 17-20 British Invasion, Stowe, VT, (508)497-9655
- 17-20 A-Healey Classic, Little Switzerland, NC, (901)282-2675
- 18-20 British Car Days, Berkeley Plantation, VA, (804)527-3934
- 19 British Motor Day, Evansville, IN, (812)477-0013
- 19-20 English Motoring Conclave, Denver, CO, (303)755-1399
- 20 All British Gathering, Waterford, PA, (814)899-7061
- 24-27 Queen Victoria Run Weekend, Wildwood, NJ, (610)277-5278
- 26 MGs On The Rocks, Bel Air, MD, (410)847-6862
- 26 British Car Day, Montgomery, AL, (334)244-6671
- 26 British Car Day, Sevierville, TN, (423)428-4608
- 26 AMGBA Convention, Charlotte, NC, (800)723-MGMG
- 25-27 Indy British Motor Show, Indianapolis, IN, (317)887-3867
- 25-27 Tri-Healey Meet, Wagoner, OK, (405)722-0457
- 25-28 Lotus Gathering, Road Atlanta, GA, (770)949-3672
- 26 Wings & Wheels, Hummel Airport, Topping, VA, (804)758-2753
- 27 British Car Meet Woodley Park, Los Angeles, CA, (310)392-6605
- 27 British Car Toy Run, Burlington, Ontario, (905)336-0251
- 27 All British Car Day, Zilker Park, TX, (512)250-9498
- 27 British Car Show, Lincoln, NE, (402)435-4905

OCTOBER, 1998

- 2-4 British Car Festival, Waynesboro, VA, (540)943-1236
- 3 British Car Festival, Mobile, AL, (334)434-1070
- 3-4 Showcar Showdown, Indianapolis, IN, (317)921-4139
- 4 British Car Day, San Diego, CA, (619)442-2794
- 10 Triangle British Car Show, Louisburg, NC, (919)851-3030
- 10 MGs at Mercer, Doylestown, PA, (610)446-2073
- 17 All British Meet, Tampa, FL, (813)867-7129
- 17 Brits on the Bluff, Natchez, MS, (601)442-8684
- 18 Hunt Country British Classic, Middleburg, VA, (703)643-2873
- 22-25 Triumphfest '98, San Luis Obispo, CA, (310)322-2546
- 22-25 VTR Regional Meet, Ocala, FL, (561)367-9735
- 24 Brits at Renaissance Fair, Florence, AL, (888)356-8687
- 24-25 Low Country Classic Jaguar Concours, Charleston, SC, (843)832-8660
- 29-Nov 7 Heritage UK Tour, England, (908)713-6251,
- 30-Nov 1 MG Roundup '98, Laughlin, NV, (602)937-1203
- 31-Nov 1 Jaguar Rally, Indiana, (812)537-1701

NOVEMBER, 1998

- 6-8 MG Jamboree X, Homosassa, FL, (813)576-9474
- 15 British Car Show, Charleston, SC, (843)766-7454

The Best In British
Is As Close
As Next Door!



Mail Orders

Moss Motors, Ltd.
440 Rutherford Street
P.O. Box 847, Goleta, California 93116

Payment:

We accept Visa, Mastercard, Discover, or we can ship COD. (CODs and checks over \$400.00 require cash or Certified Check.) Mail orders can be accompanied by check or money order, although personal check may delay shipment. Ordering, pricing, shipping and other procedures are in our Current Price List.

Toll-Free Direct Order
USA & Canada
1-800-MOSS-USA

Dial right into our salesroom to speak to one of our sales advisors about orders, catalogs, parts inquiries, and returns. If you wish to speak to your regular sales person, dial 1-800-235-6954 and enter his or her extension at the prompt.

805-681-3400
(All Overseas Calls)

805-692-2525
(24 Hour Fax)

Hours

PACIFIC		MOUNTAIN	
Mon.-Fri.	6am to 7pm	Mon.-Fri.	7am to 8pm
Sat.-Sun.	7am to 4pm	Sat.-Sun.	8am to 5pm
CENTRAL		EASTERN	
Mon.-Fri.	8am to 9pm	Mon.-Fri.	9am to 10pm
Sat.-Sun.	9am to 6pm	Sat.-Sun.	10am to 7pm

Customer Service
USA & Canada
1-800-235-6954

(Previously placed orders and backorder status inquiries.)

Hours

PACIFIC		MOUNTAIN	
Mon.-Fri.	7am to 5pm	Mon.-Fri.	8am to 7pm
CENTRAL		EASTERN	
Mon.-Fri.	9am to 7pm	Mon.-Fri.	10am to 8pm

Visit our website at
www.mossmotors.com or
e-mail us at moss@mossmotors.com

MOSS MOTORING is published
by Moss Motors, Ltd.

Editor: Ken Smith

Contributing Writers: Louis Bely, Paul Chudecki, Rick Feibusch, Robert Goldman, Charles Huthmaker, John Paul Middlesworth, Harry Newton, Ron Phillips, Bill Piggott, John Sprinzel, Steve Tom, Geoff Wheatley, and Glenn Wrigley.

Although we make every effort to ensure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this magazine are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

Moss Motoring is © 1998 Moss Motors, Ltd. All rights reserved.

CONTRIBUTIONS INVITED

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our magazine production office at the address below.

Editor, Moss Motoring
440 Rutherford Street
Goleta, California 93117

We can accept contributions that are laserprinted, or on 3 1/2" disc, text files from Mac or PC in ASCII preferred; but double-spaced, typed information is also acceptable. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide. We reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address and phone number. Contributors whose material is selected for publication in Moss Motoring will receive Moss Motors Gift Certificates in the following amounts:

\$150.00 GIFT CERTIFICATES
Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

\$80.00 GIFT CERTIFICATES
Book Reviews, Club Article Reprints (humorous or general interest)

\$50.00 GIFT CERTIFICATES
Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)

From the Cockpit...



The Tonight Show pays a visit to the 'Mossmobile'!

The announcement that the flagship of the British Motor Industry, Rolls-Royce has been acquired by Volkswagen must have a certain one-time house painter (latterly dictator) smiling wherever he is! Having failed to beat Britain on the field of battle he now sees the remnants of an innovative automotive industry, which once led the world, firmly in the hands of the German captains of industry. What a sad situation!

Consider what's happened. BMW controls Rover (including MG and other famous sporting marques), Ford owns Jaguar and Lotus and now the "Flying Lady" mascot behind which Royalty have ridden for years is the property of the "People's Car" people! What irony! Only Peter Morgan of Morgan Cars and Trevor Wilkinson still building his TVRs in Blackpool remain as independent manufacturers.

Many reasons and excuses have been offered as to why this sad situation has come to pass, but take it from one who was there at the time, (for four years I had an office in Birmingham) that in the sixties and seventies, a deadly combination of management arrogance ("It'll never happen here" coupled with "We know best"), left-wing union power ("Everybody out on strike at noon"), and Government apathy (until it was too late) combined to utterly wipe out many of the famous names which were the envy of the free world in automotive innovation, quality and pride.

I recently spent an interesting afternoon with a venerable gentleman who was one of the leading lights in the importation of British automobiles into the United States for over thirty years, from 1950 through 1980. Chick Vandergriff owned Hollywood Sports Cars—the largest distributor of British cars on the West Coast. He sold his first cars, which happened to be MG TCs as a young man and went on to become a major player in dealing with successively, MG, BMH, BLMC, JRT or whatever they were called that day! We'll bring you more of our interview with Chick in a future issue of Moss Motoring, but some of the stories he told made us realize even more why the current situation has occurred, and shed light on some of the stranger aspects of dealing with, what was, at one time, the largest British car manufacturing conglomerate.

Throughout his time Chick claims they never could get enough cars and kept getting feeble excuses as to the problem. When he asked for more black Jaguars the reply was, "There's no black paint available in England at the moment!" When JRT cut off the supply of TR7s shortly after launch the answer was, "We're waiting for the five-speed gearbox." "We could have sold the car with a two-speed gearbox," claimed Chick, who as Chairman of the North American dealer council, became a permanent thorn in the side of the British exporters of sports cars. "When they decided to close MG, I told them straight they were out of their tiny minds. I even went on British television and told them we could sell all we could get. Yet, Tony Ball, the Export Director of B.L. continued to deny they were killing off MG and that the MG badge would re-appear in the future on a modified TR7 built at Canley!"

Anyway, more of this conversation in the future, however, for me as an expatriate Englishman, who has been in love with British cars, no matter what the make, since I was eight years old, this is a sad day, and I can't help but close with another quote from Chick. "You know in the final analysis, you could say the British gave it all away to the Japanese and the Germans!" So friends, you tell me who won!

Please drive safely and fasten that safety belt!

Ken Smith



Letters

moos@moosmotors.com

THE MG GNAT RACING SALOON

Some 12 years ago I received a communication from a W Hall who at that time lived in Sun City, California. He told me about a car I'd never heard of, and now I am seeking further information about the car called the "MG Gnat".

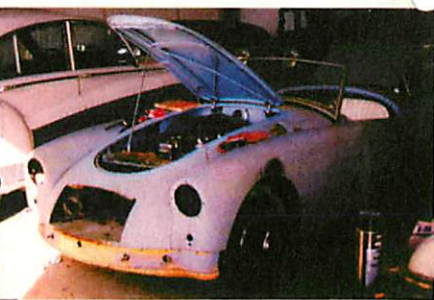
Let me quote some extracts from Wally's original letter: "I first saw the Austin and Morris Minis racing at Oulton Park and my feeling was 'wait 'til there's an MG version of this little road rocket!' As you're aware, British Leyland, or BMC as it was then, did bring out Riley and Wolseley versions of the Mini but never a "Morris Garages" MG Mini.

I have a feeling that the reason for this was about 1960 or '61, John Cooper of the Cooper Car Company had won the World F1 Championship with Jack Brabham driving, and was also fielding a team of modified Minis he called Mini-Coopers which provided much fun, running rings around Jaguars and the like.

For better or worse, depending upon your point of view, the BMC Board decided to buy Cooper's prestige, expertise, racing know-how and development costs, and John wisely managed to get the production car called a "Mini-Cooper".

Later when the outclassed, slow, stretched 1100/1300 series came out BMC (BL) did make an MG version in addition to a Wolseley, Riley, Vanden Plas et al. There were even Morris Oxfords with the "official" badge engineering to make them MGs but the MG-Mini never appeared!

So I did it myself! That which BMC didn't, or couldn't contractually do. I recognized the Mini-Cooper and the "S" for what they really were-or should have been—MGs, and by combining the names of earlier MG racing saloons, 'Magna' and 'Magnette' I came up with *Gnat*. An aggressive little creature which causes a lot of annoyance to other creatures like Jaguars, Hillman Imps and others that can go bump on the track!



Before and after, Kim Mathews' 1957 MGA.

Many said she was a 'special', but I never thought of her that way. In her day she was the fastest in her class, and that's MG. Almost all of her parts were obtained from Special Tuning at Abingdon, and that's MG! I had a lot of fun winning, especially beating Mini-Coopers."

Wally then went on to wonder what happened to the car and now I'd like to know what happened to Wally, who was British, by the way! We have all the racing results of the "MG Gnat" and obviously this was a m successful car. If you have any information on Wally, present whereabouts, or the car, please drop a line to the Editor of *Moss Motoring* and maybe we can fill in the gaps to this fascinating and previously unknown MG.

—Marcham Rhoads, California



4 • MOSS MOTORING

My '57 MGA turned out far better than I thought it would thanks to Moss Motors who helped me through the project and had everything I needed to restore the car.

—Kim Mathews, Manteca, California

Just a short note to let you know what a great help your people have been to me. A special thank you to Shawn, Nick and two of the best parts packers in the business, Marcos and Bwalya. Thanks again.

—Frank Bursinger, Seal Beach, California

—Tim Klisavage



The MG Gnat

In your magazine, *Moss Motoring*, I read a letter from Tim Stengel about an English windmill and because I live in Holland, I can try to help him, but I know nothing about windmills.

So I looked on the Internet and I saw some sites from some organizations who can help the man. One of them is <<http://www.geo.tudelft.nl/>>. They also have an English site but there are many more on the Internet. The Dutch word for mill is *Molen* so if he searches for that word he will find a lot more.

That's all for now and I thank you for your good service and your quick delivery—only one week after I ordered by fax for my TR7, I have them at my home! Great Deal! Greetings!

—Theo van de Haar, Veghel, Holland



Allow me to introduce Miss Rochelle Alverado a recent "Miss Panama" finalist who loves to drive or ride in my 1958 Triumph TR3. Without Moss Motors, especially Nick Baker, this car would never have happened to turn out the way it did. The Triumph was a bucket of rust with no floors in it when I started!

It has been an absolute pleasure dealing with you and the other sales persons in your company. You returned my calls at all times when in need of help and your suggestions were always appreciated. Your sincere approach and no-nonsense attitude towards solving the customer's problems is, and will continue to be, a model of prosperity. Thank you very much from the only TR3 in Panama! Best Regards,

—Jim Bertelesen, Panama

Enclosed are a couple of photos of my Healey to add to the thousands you must receive each year. Thanks to all your staff for their help and service. (By the way, for what it's worth, the ladies on the phone are sometimes better than the guys!)

—Jim McEnelly, Huron, South Dakota



mystery car corner

Our mystery car in the last issue of *Moss Motoring* was a bit of a tease! We tend to try to find the really esoteric, as we know how good you people are, but we had a feeling you might get this one and we were right.



Jim McIntyre built the Spartan (for that's what it was!) and supplied kits from his workshop in Nottingham, England to fit on a chassis of Triumph manufacture, usually a TR2-6, Spitfire, GT6, and especially the Vitesse. He also believed that the correct way to build a sports car was with a chassis, bolt-on frame, uncorrodible alloy panels and bolt-on fenders. The Spartan was supplied as a spaceframe with the principal aluminum panels already attached and the choice of power was left to whoever completed the car, but it was usually one of the TR motors. The winning postcard containing the correct answer came from Michael N. Sher of Dix Hills, New York who will receive a \$25 Moss Gift Certificate.

Now for something completely different. Not a car this time but we'd like you to tell us what you think is depicted in the photograph below. The only clues we'll give you are that it's in England and it's related with "Y2K"! Send your answers on a postcard only please to Mystery Photo, *Moss Motoring*, 440 Rutherford Street, Goleta, California 93117 to reach us by September 10, 1998. We'll give you the correct solution in our next issue and hope you find it of interest!





Letters

moos@mossmotors.com

THE MG GNAT RACING SALOON

Some 12 years ago I received a communication from a W. Hall who at that time lived in Sun City, California. He told me about a car I'd never heard of, and now I am seeking further information about the car called the "MG Gnat".

Let me quote some extracts from Wally's original letter: "I first saw the Austin and Morris Minis racing at Oulton Park and my feeling was 'wait 'til there's an MG version of this little road rocket!' As you're aware, British Leyland, or BMC as it was then, did bring out Riley and Wolseley versions of the Mini but never a "Morris Garages" MG Mini.

I have a feeling that the reason for this was about 1960 or '61, John Cooper of the Cooper Car Company had won the World F1 Championship with Jack Brabham driving, and was also fielding a team of modified Minis he called Mini-Coopers which provided much fun, running rings around Jaguars and the like.

For better or worse, depending upon your point of view, the BMC Board decided to buy Cooper's prestige, expertise, racing know-how and development costs, and John wisely managed to get the production car called a "Mini-Cooper".

Later when the outclassed, slow, stretched 1100/1300 series came out BMC (BL) did make an MG version in addition to a Wolseley, Riley, Vanden Plas et al. There were even Morris Oxfords with the "official" badge engineering to make them MGs but the MG-Mini never appeared!

So I did it myself! That which BMC didn't, or couldn't contractually do. I recognized the Mini-Cooper and the "S" for what they really were or should have been—MGs, and by combining the names of earlier MG racing saloons, 'Magna' and 'Magneite' I came up with *Gnat*. An aggressive little creature which causes a lot of annoyance to other creatures like Jaguars, Hillman Imps and others that can go bump on the track!



Before and after, Kim Mathews' 1957 MGA.

Many said she was a 'special', but I never thought of her that way. In her day she was the fastest in her class, and that's MG. Almost all of her parts were obtained from Special Tuning at Abingdon, and that's MG! I had a lot of fun winning, especially beating Mini-Coopers."

Wally then went on to wonder what happened to the car and now I'd like to know what happened to Wally, who was British, by the way! We have all the racing results of the "MG Gnat" and obviously this was a successful car. If you have any information on Wally, present whereabouts, or the car, please drop a line to the Editor of *Moss Motoring* and maybe we can fill in the gaps to this fascinating and previously unknown MG.

—Marcham Rhoads, California

I received the Summer issue of *Moss Motoring* and really enjoyed it—great magazine! The article in Harry Newton's *At Full Chat* column on hybrids was very interesting but a little inaccurate. Harry apparently described all the Chrysler engines used in various cars both British and non-British as a "Hemi". I agree the Cunninghams and the Aillards used the 331ci Chrysler Hemi, but the rest did not. The Jensen Interceptor, Facel Vega and the Bristol used the Chrysler "Wedge" engine. As far as what Harry was saying about not crossing manufacturer's lines, I agree with him. If a car manufacturer doesn't build their own engines then they have the pick of whatever is out there.

I've had more than one person tell me that my Triumph Herald needs a V6, but if I'd wanted a hot rod, I wouldn't have acquired a Triumph of any model, with the possible exception of a Dolomite Sprint. However, I have to admit my Herald is due for a bigger engine—a 1500!

Here's one that even Harry might go along with—a Dolomite 16-valve screamer in a TR7 or Spitfire!

—Tim Klisavage

My '57 MGA turned out far better than I thought it would thanks to Moss Motors who helped me through the project and had everything I needed to restore the car.

—Kim Mathews, Manteca, California

Just a short note to let you know what a great help your people have been to me. A special thank you to Shawn, Nick and two of the best parts packers in the business, Marcos and Bwalya. Thanks again.

—Frank Bursinger, Seal Beach, California



The MG Gnat

In your magazine, *Moss Motoring*, I read a letter from Tim Stengel about an English windmill and because I live in Holland, I can try to help him, but I know nothing about windmills.

So I looked on the Internet and I saw some sites from some organizations who can help the man. One of them is <<http://www.geo.tudelft.nl/>>. They also have an English site but there are many more on the Internet. The Dutch word for mill is *Molen* so if he searches for that word he will find a lot more.

That's all for now and I thank you for your good service and your quick delivery—only one week after I ordered by fax for my TR7, I have them at my home! Great Deal! Greetings!

—Theo van de Haar, Veghel, Holland



Allow me to introduce Miss Rochelle Alverado a recent "Miss Panama" finalist who loves to drive or ride in my 1958 Triumph TR3. Without Moss Motors, especially Nick Baker, this car would never have happened to turn out the way it did. The Triumph was a bucket of rust with no floors in it when I started!

It has been an absolute pleasure dealing with you and the other sales persons in your company. You returned my calls at all times when in need of help and your suggestions were always appreciated. Your sincere approach and no-nonsense attitude towards solving the customer's problems is, and will continue to be, a model of prosperity. Thank you very much from the only TR3 in Panama!

Best Regards,

—Jim Bertelsen, Panama

Enclosed are a couple of photos of my Healey to add to the thousands you must receive each year. Thanks to all your staff for their help and service. (By the way, for what it's worth, the ladies on the phone are sometimes better than the guys!)

—Jim McEnelly, Huron, South Dakota



mystery car corner

Our mystery car in the last issue of *Moss Motoring* was a bit of a tease! We tend to try to find the really esoteric, as we know how good you people are, but we had a feeling you might get this one and we were right.



Jim McIntyre built the Spartan (for that's what it was) and supplied kits from his workshop in Nottingham, England to fit on a chassis of Triumph manufacture, usually a TR2-6, Spitfire, GT6, and especially the Vitesse. He also believed that the correct way to build a sports car was with a chassis, bolt-on frame, uncorroded alloy panels and bolt-on fenders. The Spartan was supplied as a spaceframe with the principal aluminum panels already attached and the choice of power was left to whoever completed the car, but it was usually one of the TR motors. The winning postcard containing the correct answer came from Michael N. Sher of Dix Hills, New York who will receive a \$25 Moss Gift Certificate.

Now for something completely different. Not a car this time but we'd like you to tell us what you think is depicted in the photograph below. The only clues we'll give you are that it's in England and it's related with "Y2K"! Send your answers on a postcard only please to Mystery Photo, *Moss Motoring*, 440 Rutherford Street, Goleta, California 93117 to reach us by September 10, 1998. We'll give you the correct solution in our next issue and hope you find it of interest!



Simon Beal

Sports Sedans



A few months ago, I had the pleasure of re-familiarizing myself with a couple of cars from my younger days. One, a Jaguar Mark II sedan, was the subject of an article that appeared in the February/March issue of *Sports Car International*. The car belongs to Southern California collector and vintage racer, Jerry Rosenstock. Our photo session took place in the Malibu hills, and the car's owner was kind enough to let me put the manual transmission Jag through its paces. By the time the sedan reached top gear, my sensory synapses had completed a thirty year time-warp back to the mid-1960s!

The Mark II's distinctive XK-derived six cylinder engine still produces one of the greatest exhaust notes of all time. Did the engineering and marketing departments at Browns Lane collaborate in creating this auditory signature that was such a powerful subliminal sales tool? The Mark II appealed

to the senses as few cars have. In addition to its auditory qualities, the Mark II styling was spot on, and as much admired today as it was three decades ago. Every feature of the interior and exterior was brilliantly integrated into a package that defied improvement. That is proven as no subsequent Jaguar sedan has ever been accorded the praise that is evidenced by a growing cottage industry of restorers who find a ready market for every example they resurrect.

The Mark II's distinctive XK-derived six cylinder engine still produces one of the greatest exhaust notes of all time.

At the other end of the spectrum is the ten-foot-long Austin/Morris Mini! In 1965, I took as a company car a Mini Cooper S

At Full Chat

BY HARRY NEWTON



It had been part of BMC's New York Auto Show exhibit that year. All the BMC show cars were presented in black with red leather interiors. I dug out my old Perry Fina three branch cut-out exhaust from the closet and had it installed, along with a pair of Lucas fender mirrors (with convex lenses of course!). I wouldn't have bothered with a radio either, other than as expedient to keep updated to traffic conditions during the daily commute between East 64th Street and my home in Westchester County, as the exhaust note provided all the entertainment needed. Even today, I can't imagine a better urban commuter than the brisk-paced Mini.

So, when Tim Considine came by to take me to the Los Angeles Auto Show media preview at the wheel of his Mini Cooper it was another déjà vu experience that recalled the Inskip era in all its glory. Tim bought his Mini as a new car some twenty-five years ago, and demonstrated the good sense to keep it. Re-reading a back issue of *European Car* (another publication I used to write for) I came across a previously overlooked piece by Ian Kuah which was about a Radford Mini that Peter Sellers had driven in the film, *A Shot in The Dark*.

...compared with the Austin A105 that my boss, Harry Blanchard made me drive for six months in 1959 as a penance for my imprudent behavior at the company's 1958 Christmas party!

As Kuah recounted how the car had been discovered in California before being returned to England (where it has since been restored, by the way) it dawned on me that I too had crossed paths with that car. It was at the Los Gatos Ferrari dealership around 1990 that I had seen a dilapidated Mini tucked away in a corner. When I asked the salesman if the Mini was for sale, he declared it to be the ex-Peter Sellers movie car. I scoffed at both the provenance and the asking price of \$10,000...but, now I'm not quite so sure. I guess we can chalk that one up as yet another example of being in the right place, at the right time, and doing the wrong thing!

Another quasi-sports sedan that once resided in the Newton garage was a ZA Magnette. Though not as jaunty as the MG Y-Type Saloon owned by a local Anglophile couple, the Magnette still gave the neighborhood an upscale aura. As I all, it wasn't up to much in the performance department, at least, not when compared with the Austin A105 that my boss, Harry Blanchard made



me drive for six months in 1959 as a penance for my imprudent behavior at the company's 1958 Christmas party! The best way to describe that rare beast is to say it was a sort of an ugly, four door, Austin-Healey 100/6.

Decidedly unsporting was the Princess R, a combination of uninspired Austin Sheerline style with an equally lackluster 3 liter Rolls Royce-built six cylinder, industrial engine. However, the Princess R was nicely appointed and displayed commendable fit and finish.

I never did own a Riley 1.5, but am forced to concur with those who characterized this sporty Magnette competitor as a four door-two seater passenger vehicle. The back seat would allay the concerns of most of the nervous parents of a teen-age daughter! Nor have I ever owned a Bentley Flying Spur, but experience leads me to agree with the oft-quoted description that its undisclosed power rating is indeed, "adequate"!

Like most of my contemporaries, the realities of a growing family obliged me to forego the pleasures of driving a two seater sports car for any length of time. Fortunately, there were a few nameplates which recognized the need to provide sufficient interior space without emasculating the driving experience. Perhaps the next generation Mini will prove a fitting companion to Jaguar's revitalized sporting image, as evidenced in the supercharged XJR. But, please don't deprive us of the right to shift gears for ourselves!



Healey ON Healey



Following on from the Summer issue of *Moss Motoring*, we now present the second part of an interview with Donald Mitchell Healey which Paul Chudecki undertook in 1986, a few days prior to DMH's 88th birthday on July 3.

Talking of failures brought us onto the subject of the Jensen-Healey, very much a good car that could have been. "The Jensen-Healey was a terrible experience. It looked like nothing and that man Qvale ruined it! The chassis was good, the fastest one we ever made on the Dunlop Wheel Circuit. Bill Towns designed the body which looked like a bad Triumph. But it wasn't a bad car. When it started life it was built entirely around the Vauxhall engine and components to be sold as a cheap sports car. But that was not glamorous enough for Qvale.

The whole package, rear axle, engine and gearbox cost £250 but Qvale went to BMW and Ford and eventually paid over £700 to Chapman just for the engine—without guarantee. Can you think of a more quick route for going bust?" You could appreciate from Healey's voice just how frustrating it must be for a designer to see his whole concept turned upside down, beyond his control.

"Qvale was selling a lot of Healeys in the States and he wanted something to replace the Big Healey. It was not the Jensen brother's fault, the company

was run by numerous managing directors—unfortunately I was a director for one year."

As already mentioned, Austin-Healey history has been adequately covered in the past, including the competition entries and successes in such famous events as the Mille Miglia, Le

ly took well in excess of 50 records. "We had 140 bhp from the 100S engine thanks to Westlake. He did 180 mph in that car and also ran 24 hours at 143 mph. The chassis was the same as the Healey and there were no efficiencies. I think the blown version did 192 mph. Carroll (Shelby) and myself in the streamliner 100/6 used the wind tunnel because there had been several accidents with the front end lifting." Healey is, in fact, quite blasé about that 200 mph run. "It was quite ordinary—nothing in it. Just drive down that damned line for 17 miles. The trick was NOT to correct if you went off line!

Records were great for the American market but they don't believe them unless they're on their home ground. The Streamliner's engine was by Morris Engines and the wind tunnel results estimated maybe 200 mph as possible, but we got to 240 mph before the engine broke, so we settled for 203. It made me a member of the 200 club—there were only five members in those days, one being Moss!"

So, of all the Big Healeys which is Donald Healey's personal favorite? As is often the case with so many things, he considers the original to be the finest. "The best Healey was the 100,

Mans, Sebring, Nassau, the Targa Florio and the Alpine and RAC Rallies. Drivers included the likes of Stirling Moss, Tommy Wisdom, Peter Collins and Paddy Hopkirk. "All of them were wonderful boys, though the cars were butchered by the competitions department, so I wasn't so proud."

It is often forgotten how many records the Healeys managed, often with Donald himself at the wheel, such as when he broke through 200 mph barrier in a streamliner 100/6 at Utah in 1956. "Those records were the best publicity you could have in America. At Sebring we never won, but we were always there and the Americans look upon Sebring as more prestigious than Le Mans. The important thing was that they kept on seeing Healeys—and buying them!"

The 100S with the Westlake four-port head was the first Healey however, to take records, indeed, it ultimate-

(Clockwise from above) Donald Healey and Carroll Shelby, a fortuitous partnership. Healey restoration whiz Hans Nohr looks over DMH's shoulder. The Grand Old Man!

though the most financially successful was the Frogeye. Len Lord said make the cheapest car you can, and we used Morris Minor bits. He dropped pop-up headlights—they only cost £1—and stuck lights on the bonnet and everyone laughed! It looked like a frog and became the Frogeye here, Bugeye in the States. They actually sold fewer Spridgets than Bugeyes. I think that one mistake the English make is that they get out of a market in order to go up price and then come unstuck.

The 100 was the best because it was balanced properly with front to rear weight. The engine was far enough

back despite being an old taxicab engine and it had a horrible gearbox, a three-speed one. I think what made it such a success was the folding windshield. I said to Gerry (Coker), "Why does this windshield have to go forwards?" He made one go the other way! It was a very fine piece of motorized sports car design visually and the standard would do close to 110 mph.

In fact we pulled three out of our showrooms in the States and did over 110 mph for 24 hours, and they were genuinely straight out of the showrooms! The drivers were Mort Morris Goodall, Capt. George Eyston, Roy Jackson-Moore, film star Jackie Cooper, Bill Spear, John Gordon Bennett and of course myself. The 100 was well engineered. The one mistake was that it was not practical for anything except parading down the boulevard because I told Geoffrey (one of Healey's sons—Ed.) to keep it down on the ground."

But why does Donald Healey think that his cars have such a cult following today? "Because of its good looks, people genuinely think it's the finest looking car built—they've gone crackers in America!"

Although the Austin-Healey 100 is the best Healey in Donald Healey's eyes, it is that 4½ liter works Invicta that he rates as the car that had given him the most pleasure. "Driving that car on the Monte Carlo and Alpine Rally, the drivers used to refer to me as the greatest driver and all that nonsense. Prince Ranier even gave me a medal for doing so many rallies but I also won a lot of hillclimbs which were not publicized."

One event, however, that attracted much publicity at the time, was when Healey was imprisoned for hitting a train with the Invicta—and he stayed there until the damage to the train had been paid for! "It was a lovely prison with reasonable food and even tele-



phones. Another time I clouted a Swiss postal wagon which in the 1930s had the right of road anyway. I went straight to jail! I forgot the name of the place but it was William Tell's home town. I had no passenger and couldn't speak any German, then Frau von Stuck (mother of Porsche works driver Hans Stuck) came along and got me out of jail!

The Invicta was pleasurable but hard work. It had a cone clutch needing, Lord knows how many, pounds of foot pressure and also a damned great outside gear lever. When I had my hip replaced many years later, the surgeon asked me if I'd ever been a truck driver because the bone looked like a jagged tooth gearwheel. I replied that the truck was an Invicta!"

If Donald Healey was in the business of producing modern motor cars today,

he has some sound ideas. "One car would be very fast with old fashioned suspension, because we'd make it for the American glamour boys also because of their good quality roads. Also purely for a money-making sum, about \$50,000. Otherwise I would make a car like the Ferrari Dino, mid-engined but not practical and with wonderful firm roadholding. I would love to have made a sports car again, but after Stokes,

BMC was sunk and they haven't had a good design department since."

Competition was of course, an integral part of Healey motoring. With all its rules, regulations and multi-thousand pound machines, what does Donald Healey think of today's racers. "Well, of course, Le Mans has completely lost its appeal. When they changed the regulations and allowed non-pro-

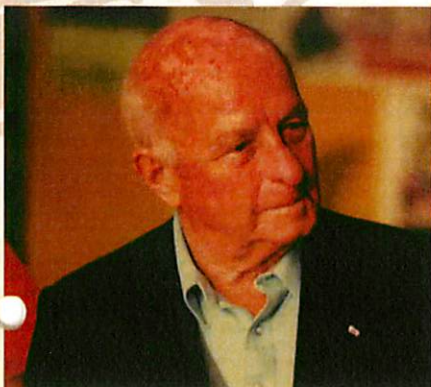
...everyone laughed! It looked like a frog and became the Frogeye here, Bugeye in the States.

duction cars it completely lost its appeal for me. I used to put in cars similar to those we sold and be in the first ten. Now the first ten are all Porsches. The saddest thing ever was the Le Mans crash of 1955—too fast, too light. You know, the Mercedes of Levegh went right over Macklin's (Lance Macklin in a Healey 100S) head!

I don't know how you'd do it, or where to draw the line, but I'd change the regulations, the same with rallying. Long distance racing is a great medium for launching a car in. Never go to win but be there at the finish—that was the success of the Big Healey."

And that was the success of Donald Mitchell Healey. Like his cars he was a survivor, making a lasting impression on the marque and in so doing giving immense pleasure to enthusiasts the world over. For all of us the passion remains!

(This article first appeared in *Sporting Cars International* and is used with permission.—Ed.)



Remembering a Friend at 100 Years in 1998





Then and Now in Motor Sport

John Sprinzel

As I have been involved with the Sprite's fortieth and Moss' fiftieth birthday celebrations, my mind has naturally been busy with memories of Motor Sport of the fifties. Rallying, Tin-Top production car racing and Formula One now has a much larger audience than it did in those days, and while the basics of each side of the sport are still the same, much has changed in the details.

To begin with International Rallying most of the testing driving was done over open public roads, and although these were mainly deserted mountain and forest trails, normal traffic has built up to a point where such competition is no longer possible. The classic road "races" of the East African Safari, the Liege-Rome-Liege Marathon and the French Alpine Rally, have either been abandoned or converted into a succession of shorter timed stages over closed roads. Whereas we became used to driving flat out for days and nights at a time, the modern competitor spends his nights in a comfortable hotel bed, driving only during daylight hours, in short bursts of speed with easier link roads for relaxing and repairing the car. We hardly ever saw a service crew, and when we did, it was rarely at a point where something could be repaired, so "fettling"—the art of repair by the crew—was the way things were done. Tire changes too, were not the norm, and were rare enough to be newsworthy. In over

a hundred International Rallies, I can only recall four or five occasions when I had to change a tire, and then only after a puncture or sidewall damage. Nowadays the aces change them for virtually every speed stage, varying tread and mix according to differing surfaces, and requiring hundreds of wheels to be positioned around the route. We used stock production rubber, and generally everyone finished on the tires on which they started. In the event of serious damage one could probably buy something which worked at a village filling station, miles from anywhere, and the only penalty was the time it took in fitting and paying the bill! Driving in the recent Tasmanian rally, I could but wonder at the fantastic adhesion of modern rubber—if we had used these back in the fifties, our suspensions and transmissions would have broken even more often than they did with all that extra strain.

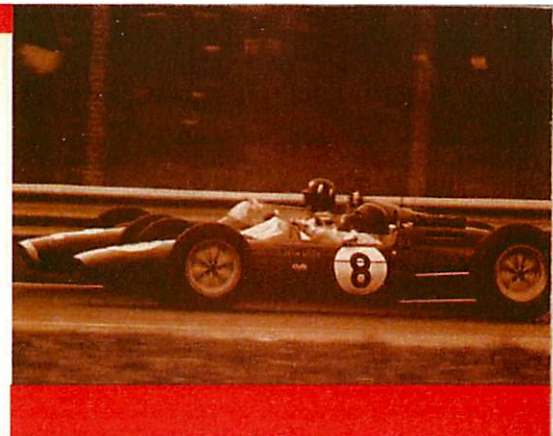
(Clockwise from top) Moss driving an ERA in the British Grand Prix. Jim Clark's Lotus wheel-to-wheel with his great rival, Graham Hill (BRM) in the 1963 Italian Grand Prix. Two BRMs (#5 Graham Hill, #3 J. Bonnier) in the turn at Goodwood, 1960. The Ferraris of Mike Hawthorn and Phil Hill lead Stirling Moss in the 1958 Italian Grand Prix. Mike Hawthorn and his Ferrari at the Silverstone Grand Prix, 1953. Stirling Moss in his #28 Maserati at Monaco, 1956.



Going quickly, at night, over virtually unknown roads, was quite a challenge, which produced not only some talented drivers, but also developed the modern lighting systems where quartz and halogen lamps replaced the weak gas-filled tungsten units of those dimmer days. With such long and testing stages, it was almost impossible to prepare much in the way of "pace notes" which have become so vital a part of rallying today. Crews became adept at handling the hazards as they came across them, whereas now the short and challenging stages have resulted in very detailed notes which define every brow and corner, and sophisticated inter-communication systems are fitted to every car and crash hat. Crews practice until they know every inch of these shorter stages that also concentrate the spectators over only a couple of hundred miles each day. Competitors now face a crowd, of four and five deep—another hazard which we did have to deal with.

When it comes to circuit racing, I was lucky enough to compete in the first British Saloon Car Championship in 1958, but the contrast to today's

events is staggering. First of all, our cars had to be very near to production specification—none of those specially built, space-frame racers with a thin covering of look-alike bodywork. Secondly, we DROVE our cars to and from every racetrack—not just through race day traffic, but also for Friday practice. Trailing was unheard of, except for a badly damaged car. Overall? Forget about it. I raced in checkered short sleeved shirt and jeans, and the thin cork based crash hat was open-faced. Seat belts were not even compulsory. However, the races were so popular that at the Grand Prix meeting, we were put on after the F1 race, so that the crowds would not launch an immediate exit to block the exit gates and feeder roads. And speaking of Grand Prix, these were also a bit different. There were hardly any barriers between the spectator areas and the racetrack, which was often just a few feet from where you could park your car to watch in comfort—if not exactly in safety! So you could really see the action, with Fangio, Gonzales, Ascari, Moss and the rest working away to control full-bodied four-wheel drifts around the fast, open corners of the old circuits. With exposed upper bodies and flailing arms in full view, and with no aerodynamic devices, no wings and no ground effects, the cars twitched and slid. Passing was a regular occurrence and although the best man still regularly won, there were far more opportunities for a good driver to stand out from the



obviously racing what looked like identical cars to the ones in the car parks.

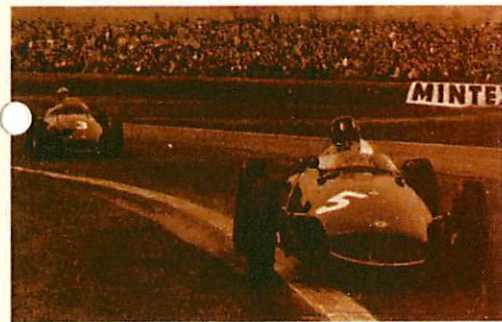
Finally sponsorship. In my day, no signwriting of any kind was permitted on the cars, and even highlighting the maker's name on the tyres was considered 'over the top'.

Overalls, if they were worn, were allowed to have only one sponsor's name embroidered on the breast pocket and this had to be no larger than 5" x 1". It was not until 1968 for the London to Sydney Marathon that the governing body realized that such an expensive event required sponsorship, and that this would only be forthcoming for most of the entrants if names could be prominently displayed all over the competing cars.

Once this barrier had been breached and was seen to produce not only lots of sponsors and interest, but also quite attractive cars, the ban was lifted and today's colorful cars are the result.

But one thing I really did prefer was the look of the racecars of yesterday. To compare Jimmy Clark's Lotus or Moss's Vanwall with today's top of the line Ferrari, McLaren or Williams is surely "no contest" with all those ugly appendages, wings, trays, deflectors and bumps. They sure go quickly today, but it does rather look like slot car racing doesn't it?

(In my article on Rallying in Tasmania which appeared in the Summer issue of Moss Motoring it was very remiss of me not to credit the photographer who took those excellent shots! To Neil Wakeman I offer my 'umble' apologies and I owe you a beer mate!—JS)



rest. Races were longer with a two-hour minimum. Monte Carlo for example, was over 100 laps about a third longer than nowadays. Pit stops were a rarity, and cars usually finished with the very worn tyres on which they began, carrying huge loads of fuel to cover the distance, and—yes—crashes were either very painful or fatal, which did temper the enthusiasm of the less skilled. Between races, spectators could wander around the paddock where the teams were in full view, with only a rope barrier to "protect" the cars. Drivers wandered about among the enthusiasts and often even spoke to the fans!

I am in no way implying that then was better than now—after all, you drove the same type of car as your competitors, in whatever style of event, and you drove over the same course as the rest. It's just that I preferred the longer distance rally, with a more 'unpracticed' element and challenge. I feel that the racing of the day brought the fans closer to the action and to their "heroes". F1 drivers could be seen employing their skills in a much more identifiable manner, and those in the "tin-tops" were



the top down world

John Paul Middlesworth

Let's face it, from *The X-Files* to *Independence Day*, to *Men in Black* aliens are hot, hotter than Hotlanta when the torch hit town. So this issue's question, obviously enough, is...

Are there Triumphs on other planets?

Some people may believe that examples of our beloved cars have been transported to the galaxy's distant corners and that frail bug-eyed creatures are even now spinning recklessly across the arid plains of their planet, pillows stacked under them, the gearshifts being operated solely through mind control. There's no way to disprove such a fancy, so I won't try. This is, after all, a serious column, and so I'll answer the question as scientifically as I can.

We'll keep the discussion close to home and just talk about the Milky Way. Four hundred billion stars dot our galaxy and maybe a tenth of them have planets. Let's say that one planet in each of those stellar systems might have conditions like our own—that's 40 billion earth-like environments. Not all

would develop life, let's say just one out of a thousand. And civilization? That's hard enough to find on our own planet, so we'll estimate one out of a hundred actually arrives at intelligent life. That means that the Milky Way might have 400,000 civilizations. Out of so many neighboring societies, is it nuts to think that the galaxy is teeming with extra-terrestrial sports cars?

This particular idea stems from a conversation I had after watching an odd "alien autopsy" on television. It was all genuine, they'd have us believe, but I asked how it was that this alien had virtually the same anatomy as a human: a face like ours, arms and legs with joints in the usual locations, conventional hands? Surely if life had evolved independently on another planet for millions of years nature would have arrived at different ways of accomplishing certain tasks.

I can't tell you which side of the road they drive on, but I do believe they put their engines in front...

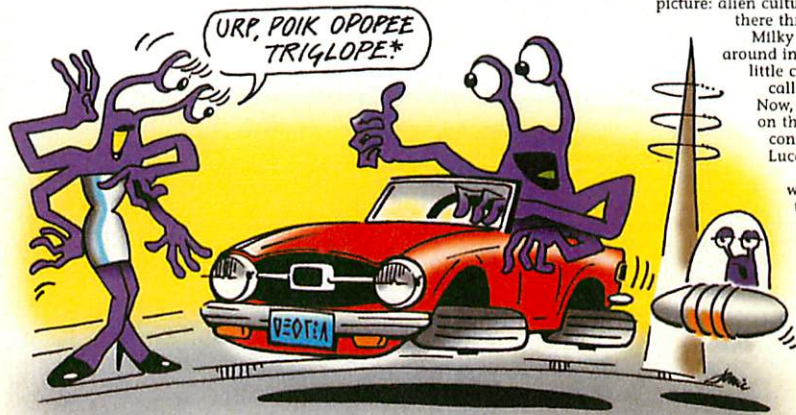
A friend argued that evolution has selected features that make perfect sense: two legs instead of five, two eyes instead of one, a single head on top rather than two sprouting out from the armpits. Evolution might have followed the same sensible course elsewhere, although I still maintain that the "Close Encounters" type of alien is purely for the gullible. Nonetheless, I thought how my friend's argument might apply to transportation on other planets, and so, despite my reluctance to buy into the popular image of extra-terrestrials, I maintain that yes, there are Triumphs on other planets.

A type of natural selection guides the development of cars, let's not forget. Our civilization has arrived through trial and error at a typical car having four wheels instead of three, one steering wheel instead of two, and disc brakes rather than Flintstones-style foot-brakes. Aliens might have arrived at these very features. Lots of other things fall into place: a windshield to keep the cosmic particles from blowing in one's eyes, gauges to monitor the machine, and an anti-roll bar to help in cornering (although the advanced civilization that assembled my TR4A didn't see fit to install one).

I can't tell you which side of the road they drive on, but I do believe they put their engines in front, since that allows for cars that carry more inside. And I've no doubt they've got a way to put the top down when they want to soak up some Alpha Centauri. We're arriving step-by-step at the arrangement of a Triumph, of course, but I may be falling into the trap of thinking our way of doing things is the only natural way. Aliens, for all we know, may have a prejudice toward asymmetry. Maybe one half of their body looks nothing like the other. In that case, their vehicles end up looking nothing like ours, but that doesn't hurt my case.

On to my final bit of reasoning. It would be entirely natural for the aliens to set up sporting events that use these vehicles, so that I'm quite comfortable guessing they have something called, in their own language, "sports cars." Furthermore, in searching for a name for a particular car they would have arrived at a word suggesting that the car would win competitions: "Triumph" in our nomenclature; in theirs, heaven only knows.

That pretty much completes the picture: alien cultures here and there throughout the Milky Way darting around in fast, nimble little cars that they call "Triumphs." Now, someone get on the phone and convince George Lucas to use one of our cars when he films the next part of his *Star Wars* saga!



* HEY, GREAT LOOKING TRIUMPH.

EXPORT OR DIE!

Geoff Wheatley, Clinton, NJ

The first car I ever sat in may have been an MG. However, I can say with complete confidence that the first car I ever saw was an MG—an MG TA back in 1938 when my father took me to the Abingdon Works on a British Bank Holiday. The factory was open so that families of the employees could enjoy their annual summer party.

My father, not to mention a few other relatives, worked either for MG or the Morris Motors Group, which in 1938 was the only game in town if you lived in or around the University City of Oxford. I have somewhere a black and white snapshot of a very small boy...me...beside a very large MG TA! I only have a vague memory of sitting in such a car but as my psychiatrist points out every time we discuss my obsession phobias, it could be all in the mind! Hence my reluctance to claim any early physical relationships with the car—that came a few years later when I was doing my National Service (Draft to you Yanks) in the R.A.F.

In order to supplement my income from the Royal Paymaster, I would join the ranks of the temporary/permanent, casual labor, ferry crew, whose job it was to drive new MG TDs from Abingdon near Oxford, to Southampton, the international port of departure for America. At that time the motto throughout war-torn Britain was "Export or Die" and the MG Car Company were certainly in the forefront of export activity.

The company did not wish to use trained personnel to drive these export cars to the Southampton docks, a distance of about eighty miles, so this casual, 'no questions asked providing you had a driving license' policy was adopted every time there was a deadline to meet in terms of filling the empty space on a transatlantic freighter.

Because I could get a weekend pass on a fairly regular basis, and I still had a few relatives scattered around the Morris empire, I became a member of the semi-regular casual ferry crew who were given ten bob (2 dollars in 1950 exchange rates) to cover expenses and sent off with just enough petrol (sorry-gas!) to get them to Southampton Docks. Petrol was severely rationed at this time and every spoonful had to be accounted for!

The money was to enable us to buy a rail ticket back to Oxford Central station where a bus would be waiting to take us back to Abingdon for another delivery trip. On average, you could do two trips a day and make about eight dollars at the current exchange rate. However, if you tucked the trade (dealer) plates under your arm and stood at the roadside out of Southampton, you could usually thumb a lift back to somewhere near Oxford from a friendly lorry driver. This enabled you to pocket the ten bob and boost your economic status by about sixty percent!

As I said earlier, the TDs we drove only had just enough gas to get us to our destination and furthermore we were under strict orders that we must not exceed a speed limit of 40 mph in order that the engines were not placed under any undue stress before they reached their new owners in the USA or wherever. So with a limited amount of fuel, and a speed limit that matched that requirement, we had to watch how fast we went. At the same time we could not just crawl along and put excess strain on the engine, so the ferrying exercise took more than a touch of skillful driving coupled with the ability to judge how much gas could be saved for the fifteen mile "open" strip that was located about halfway between the point of departure and the destination, Southampton. This

was a three lane suicide section of the highway that had been built sometime between the wars, when planners imagined that if you gave motorists a central lane to overtake, they would take turns in utilizing this feature! In reality what happened was that everyone traveling either direction, simply used the center lane as the fast track and usually managed to hit each other in the process!

However, if you were displaying 'Export Transport Plates' you were usually given a wide berth as the penalty for hitting one of Britain's 'Export Gems' was severe! We usually traveled in packs of either three or four cars for economy reasons and safety. For example if we should break down, run out of gas, or heavens forbid—hit something—there would be supporting transport ready to head for the nearest phone! In the event, we seldom broke down, sometimes ran out of gas and it is on record that once (through no fault of our own!) we had been hit by another motorist!

Let me set the picture in vivid color. Three or four young, virile, Brits in charge of new sports cars that were not theirs...on an open highway...for fifteen miles! There was the guy in front who had been giving you a load of B.S. about his driving ability coupled with the guy behind who told everyone at least three times there was nothing on the road that could show him a clean pair of tail lamps! I ask you, what else could you do but set an example of modest achievement by beating the 'you know what' out of them as soon as you hit the open road? As a consequence the very new engine, not to mention the gearbox and all the other running equipment got a very good test in their first hundred miles of use!

However, the vast majority of cars exported survived to bring joy and happiness to their American owners for many years. Others spent time in and out of the American dealers' service departments with strange problems that no one could analyze, while a very small minority broke down well within the warranty period only to be replaced by Austin-Healeys that had been raced at much greater speeds on their way to the docks!

So, if you were one of those people who purchased an MG TD between 1951-53 and then discovered that it turned out to be a fantastic car in terms of speed and overall performance, you could well owe me a couple of large drinks. Remember I may have been the guy who introduced YOUR car to the world of competitive speed on the 15 mile highway between its Abingdon birthplace and the New World!

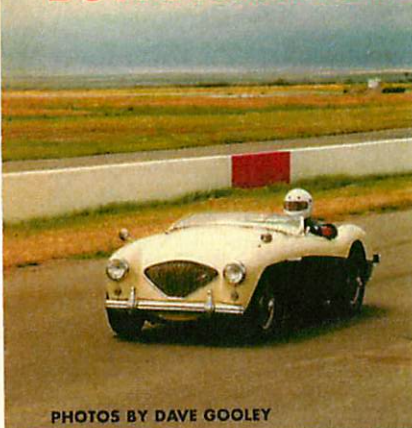
MOSS MOTORS/BRITISH AIRWAYS:

One provides excellent service with parts for your British motor car.

The other provides excellent British service to all parts of the world.

BRITISH AIRWAYS

BUTTONWILLOW DEFEATS EL NIÑO!



PHOTOS BY DAVE GOOLEY

Well, did we have fun, or what? Did we not enjoy two days of super wheel-to-wheel racing with cars from the earliest part of the century to the latest clubman rockets? Did we not marvel at the standard of British cars in the popular vote show? Did we not get the once-in-a-lifetime opportunity to drive a real race track in our very own car or maybe hurtled around, as a passenger, in one of the pace cars provided by Chrysler Corporation (including a Prowler)? If you wonder of what I speak, then obviously you were not at the Third Annual British Extravaganza sponsored by Moss Motors and VARA at Buttonwillow Raceway earlier in the year.

Despite a little inclement weather on the Saturday evening, a full two-day racing program was completed "in the dry" including the prestigious Moss MG/Triumph Challenge event followed by the Sprite/Mini Challenge! Visitors came from several surrounding states and from such distant parts as Hawaii, and even Calgary, Canada!

Highlights of this ever-growing event included the sight of Tom DeMund's 1915 Saxon Speedster being tailed by the 1919 Essex Racer of

Meanwhile we had the terrific spectacle of MGs, Triumphs, Mini-Cooper Sprites and the odd Big Healey striving for honors in the 14 Clubman's Races along with Jaguars, Lotus Cortinas and all manner of other great names from a British automotive past which, even as we write, is becoming even more fragmented with Teutonic overtones! The Saturday evening Bar-B-Q and disco should have engaged the band "Wet-Wet-Wet" as the El Niño rains came, but it takes a lot to dampen the spirits of a merry crowd of race fans and everyone seemed to have had a great time. Then again, when did it ever rain in Bakersfield in May?

Of course, a great many of the club participants entered the Sunday morn-

Fred Huttleston in the Group 3 class which attracted no less than 16 entries. Pete Thelander's 1934 MG NE was being campaigned again while other entries included several of the ubiquitous Morgan Three-Wheelers from the thirties, one of these, of 1934 vintage, being driven than by no less than our founder—Al

Moss! Lovely Lagondas, Tasty Talbots, also made for a memorable line-up in this class! No pussyfooting here—these venerable gentlemen had come to race!

ing car show and presented a fine variety of assorted classics for our enjoyment and judging. Here Wes Selvedge, U.S. Aerobatic Champion, who was prevented from entertaining us on the previous day by the low ceiling, suddenly appeared from 'out of the blue' and proceeded to amaze the huge crowd of spectators with a display straight out of *Top Gun!* This culminated in Wes undertaking a lap of the Buttonwillow Raceway—in his aircraft—which needless to say obtained him fastest time of the day (or any other day for that matter). We vividly recall seeing a Porsche driver hammering down the front straight, thinking that nothing could pass him, when the Pitts Special passed over his roof at a considerably faster rate of knots to enter Turn One at the tightest of angles trailing smoke around the course! Thanks Wes for a memorable display this fine Sunday morning!

Awards were duly presented on time and a check for \$20,000 raised from a raffle to win a 1974 Alfa Romeo Spyder was presented to the Boys and Girls Club of Bakersfield.



Neil Rupp winner of the MG/Triumph Challenge



Buttonwillow Car Show Results

MG Early

1st—Art Beloit, MGA
2nd—Pete Thelander, 1934 MG NE

MG Late

1st—Mrs Robin Benson, 1971 MGB*
2nd—Fred Thuet, 1966 MGB

Triumph Pre-68

1st—Mike Clement, 1962 TR4
2nd—Tom Butler, 1959 TR3

Triumph Post-68

1st—Jan Dawson, 1968 TR250
2nd—Brian Kemp, 1972 TR6

Jaguars

1st—Thatcher
2nd—Bert Milligan, 1963 MkX

Sprite/Midgets

1st—Ed Lishka, 1974 Midget
2nd—Merle Hanson, 1962 Sprite

Austin-Healey

1st—Allen Adams, 1959 3000
2nd—Steve Shepherd, 1966 3000

Mini

Scott Crawford, 1967 Mini Cooper

Lotus

John Rumsby, 1969 Lotus Elan

Other British Classics

1st—Robert Spry, 1961 Minor Saloon
2nd—Ayres, 1968 Ford Cortina

Competition Cars

1st—Gary Johnson, 1967 Mini-Cooper
2nd—Tom DeMund, 1915 Saxon Speedster

A very spirited and competitive race in the Moss sponsored MG/Triumph Challenge saw Neil Rupp emerge successful in his 1957 MGA, while the Sprite/Mini Challenge was won by Mark Matthews in his '64 Sprite.

All in all, a terrific three days, and our grateful thanks to event Chairpersons Dan and Darlene Longacre. Dan even forsook competing to stage the meeting! We hope to repeat the event in 1999, so, watch these pages for details and don't miss out on the best weekend break of the year!



A Boy and His 'B

Charles Huthmaker,
Peachtree MG Registry,
Atlanta, Georgia

Let me say right now that I am a product of my upbringing. Any foolish notions that I have towards British sports cars are all inherited from my father (and mother to a lesser extent). Now that my disclaimer has been claimed let me tell you a story.

There once was a boy who had a demented father. This man would buy any broken-down British sports car, under the premise that he would restore it completely back into its original beautiful condition. This included Austin-Healey 100-4s and 3000 MkIIs, Sunbeam Alpines, several Jaguars, MG TDs and MG TCs. Once a car was bought it usually sat in the driveway doing nothing but drip oil and brake fluid while he bragged about it to his buddies. At one time there were seven cars in our driveway and not one of them would start (true story!), but I digress. This young boy was highly influenced by his father whenever he saw him halfway under a car working on brakes or listening to him swear at something under the hood. This man didn't know it but he was creating a monster. To make a long story short, most cars were resold in either the same or slightly better condition.

One day when the son was about 16 years old his father came home and said, "Come on son, help me go pick up a '69 MGB that I just bought for \$400." This father kindly let the son drive the 'B home where it promptly broke down.

At this point I need to add a little background to the story. This was a musical family. The mother and father were professional violinists and violinists respectively, so, of course, the son played the violin.

One day the mother said to the boy, "Son, I don't think you have been practicing enough for your High School All-State Orchestra audition. I'll bet you \$100 that you don't make Concert Master when you audition."

The father overheard this and said, "I'll top that. I'll bet you the MGB that you don't make Concert Master this year at All-State Orchestra."

Well, the naive boy should have taken his mother's bet (obviously the wiser deal). But, the son was a product of his upbringing so he took his father's bet, practiced hard and, sure enough, he won the bet. At this point he was at the mercy of his father because he could not fix the car or pay to have it fixed. The

father had pity on the son and got the car running.

The boy was in heaven. He and his friends would run around town thinking that they were the coolest thing since Elvis. The main problem was that the car was broken down more than it ran (sound familiar?). This boy also had another problem. His girlfriend. This wonderful little car was, of course, British Racing Green. Unfortunately, his girlfriend hated the color green and despised convertibles because they messed up her hair. Needless to say, they did not stay together very long (the boy and girl of course).

Over the next four to five years the car slowly became mechanically stable (as stable as an MGB can be). The car survived some incredible trips including a two-day drive from Jackson, Mississippi to Tampa, Florida and a trip from Tampa to the Blue Ridge Mountains in North Carolina where the boy and his 'B spent a summer. There he found a girl that loved his car. They spent many an hour touring the mountain roads and the Blue

...his girlfriend hated
the color green and despised
convertibles because they
messed up her hair.

Ridge Parkway. If you have never toured the mountains in an open British sports car you have not lived. When you combine the mountain air, beautiful scenery and the sounds only British cars can make you experience a sensation that is beyond words. The boy finally learned why his father was the way he was and was indebted to him for passing on a sense of freedom that so few people ever experience.

The story is not quite over. The son, 24 years old and mature for his years, embarks on the quest of buying a new car because his MGB is growing unstable once again. Well, the father, being who he is, suggests that the son take out a much smaller loan and rebuild his MGB instead of buying a new car. The son, being who he has grown to be, foolishly agrees and is now in the process of rebuilding his 'B back to its original, beautiful condition. The boy has vowed never to sell his 'B because he has heard too many "I wish we still had that car" stories. By the way, now that the father's kids are out of college he is starting to look for another project. I guess we will never learn, will we Dad?



TECHNICAL KNOWLEDGE AND SOME SOUND ADVICE FOR TR4 OWNERS

I have driven my 1966 TR4A for many years with nothing but the bare minimum in maintenance. Recently, I decided to 'park' it for a couple of months and commence on some repairs I had been putting off. First choice was the horn which had not worked in several years!

With an inexpensive voltmeter, it was easy to discover that there were 12 volts direct current (dc) to the horn but, the ground was missing. The steering wheel was very sloppy as it moved side to side and up and down in the steering column. I believed this was the reason for the lack of ground to the horn button. After reading a steering column tip in one of the excellently illustrated Moss catalogs, I placed an order for steering column bushes (#525-020) and since I was going to replace the two bushings, I decided to completely rebuild the steering column—black gloss paint to eliminate 32 years of wear and tear, new column mounting felt, two steering shaft rubber couplings and new grounding straps and, at least I forget, a grommet to seal the engine compartment feed through.

All the pieces came together very easily and I had a nice solid steering wheel with no play! All that was left was to slip the horn brush (which looks like small 3" pencil) back into position, and pop the horn button back into place. Now came the acid test! Push the horn button and, OH NO! I thought to myself as no sound emerged. Everything went together so easily—what could be wrong?

I got out my inexpensive voltmeter and started back-tracking to find the missing voltage. The newly fixed ground was there and the horn button was good. But what had happened to the +12v dc. It was present when I started

the rebuild! I checked the quick disconnect connection where then purple wire leaves the steering column. Still no voltage. OK, time to pull out the electrical schematic to see where the horn voltage is supplied from. The schematic showed a fuse, so I checked the fuse box only to find that everything was good, which didn't make sense.

The schematic also showed a purple wire up to the fuse box but the fuse box wire colors did not match. A little more investigation and I found the in-line fuse by the passenger side horn. The fuse was OK but there was residue on the fuse holder contacts which easily came off with a little steel wool. I checked for voltage at the horn brush and it was now there. Great! Pop the horn button back in and all complete. However, still no sound as I pressed the horn button!

All the needed ingredients for a correctly working horn were there (ground, voltage and horn button). After disconnecting the battery, I used a combination square to check the physical dimensions from the horn brush (supplies +12 vdc) to the steering column rim (where the horn button rests) and also checked the depth of the electrical contact on the horn button which mates to the horn brush. There was a 1/16" gap between the horn button electrical contact and the horn brush! My steering column had been so sloppy before the rebuild that the electrical contact on the horn brush was worn down too far to bridge the distance between the steering column supply and the horn button!

A close inspection of the horn brush revealed that it is composed of solder so to eliminate the possibility of excessive wear in future I created a new, and higher, solder ball at the end of the horn brush. Putting the pieces together found the horn functioning flawlessly even though I rarely use my horn, sometimes you just have to "Toot Your Own Horn!"

—Robert White, Costa Mesa, California

FITTING THE PULLEY HUB ON A TR4 ENGINE

When, for whatever reason, the timing chain cover must be removed and replaced, especially when the engine is still in the car, remembering the following will make the job easier. The Woodruff key for the pulley hub is INSIDE the timing chain cover

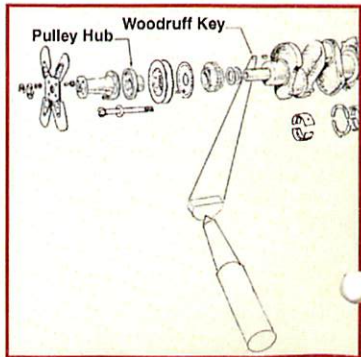
(1) Before removing the pulley hub insure that the #1 piston is at Bottom Dead Center. This will place the Woodruff key in the most advantageous position at the top of the crankshaft.

(2) On reassembly if it is discovered that the Woodruff key is such a loose fit in the crankshaft that the key is dislodged on every attempt to fit the pulley hub, invariably falling into the timing chain cover, (which necessitates removal of the cover once again) here's a solution.

Simply lay the Woodruff key on a hard flat surface and with a center punch whack a dimple into the key as shown in the sketch below! The dimple will upset the metal so that the key will be a snug force fit when tapped into the crankshaft recess, then fitting the pulley hub will be a simple task as the Woodruff key will stay in position while the hub is slid into place.

—Professor Robert Koval, Westmont, New Jersey

(This applies to TR2-4A and probably others!—Eric Wilhelm, Moss.)

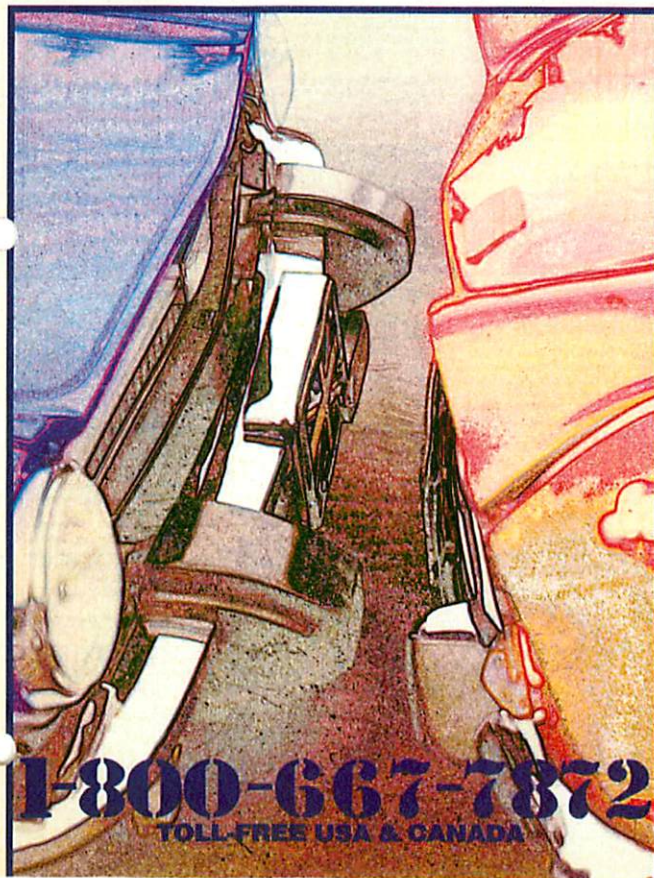


BUMPER TO BUMPER

AND EVERYTHING IN-BETWEEN

SALE!

PRICES VALID UNTIL 9-25-98



BUMPERS

MG TD Complete Bumper Kit
Includes everything necessary to install both front and rear bumpers.
111-108 Reg.\$424.95 Sale \$375.00

MG TD Rear Bumper Face Bar
453-020 Reg.\$91.95 Sale \$79.95

MG TD Front Bumper Face Bar
453-010 Reg.\$91.95 Sale \$78.95

MGA Front Bumper Assembly
Three main pieces.
454-880 Reg.\$37.95 Sale \$76.95

MGA Bumper Overrider
454-940 Reg.\$23.95 Sale \$18.95

MGB '71-'74 Rear Overrider
Left 453-105 \$24.50 Sale \$21.95
Right 453-115 \$24.50 Sale \$21.95

MGB '62-'69 Front Overrider
454-310 Reg.\$22.60 Sale \$19.95

MGB '70-'74 Front Overrider
454-315 Reg.\$22.95 Sale \$18.95

Austin-Healey 100-4 Rear Bumper
854-270 Reg.\$354.95 Sale \$310.00

Sprite-Midget Front Bumper
Fits 948 (except Bugeye) 1098 and 1275 to Sprite (c)85286 & Midget to (c)74885.
400-240 Reg.\$175.95 Sale \$151.95

Sprite-Midget Rear Bumper
Fits 948 (except Bugeye) 1098 and 1275 to Sprite (c)85286 & Midget to (c)74885.
853-100 Reg.\$195.80 Sale \$174.50

Sprite-Midget Overrider
Fits 948 (except Bugeye) 1098 and 1275 to Sprite (c)85286 & Midget to (c)74885.
853-110 Reg.\$32.95 Sale \$27.95

Bugeye Sprite Rear Overrider
400-210 Reg.\$59.95 Sale \$50.95

Midget Overrider
Fits 1275 from (c)74886 to 143354.
400-310 Reg.\$38.95 Sale \$33.75

TR2-TR3 Front Bumper Bar
854-200 Reg.\$299.95 Sale \$264.50

TR4-TR250 Rear Overrider
Right 804-200 \$36.25 Sale \$32.50
Left 804-210 \$36.25 Sale \$32.50

TR6 '69-'73 Front Bumper
994-055 Reg.\$283.45 Sale \$244.95

TR6 '74 1/2-'76 Front Bumper
854-115 Reg.\$189.95 Sale \$170.00

TR6 73 Center Rear Bumper
994-770 Reg.\$186.95 Sale \$164.25

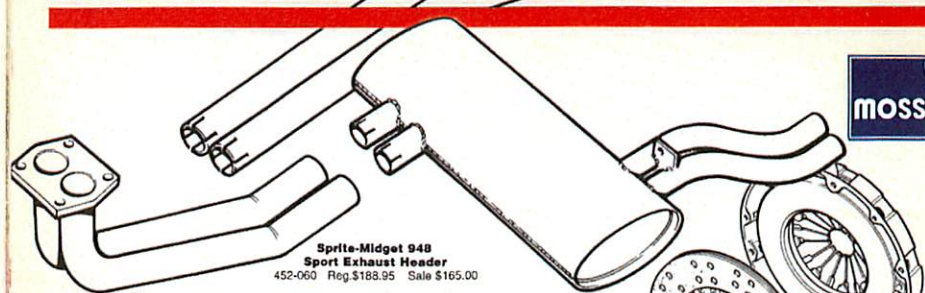
TR6 '69-'73 Left Rear Bumper
854-095 Reg.\$104.95 Sale \$93.00

TR6 Right Rear Rubber Overrider
680-635 Reg.\$89.95 Sale \$75.00

Jaguar XK120 Rear Overrider
011-047 Reg.\$167.95 Sale \$149.95

Jaguar XK120 Front Bumper Chrome Overrider Dome Nut
011-738 Reg.\$6.50 Sale \$5.75

BUMPER TO BUMPER AND EVE RYTHING IN-BETWEEN SALE!



EXHAUST

- MGA Free Flow Sport Muffler**
454-590 Reg.\$69.95 Sale \$61.95
- MGA Front Exhaust Pipe**
454-870 Reg.\$50.95 Sale \$45.00
- MGA Complete Stainless Steel Exhaust System**
452-100 Reg.\$274.95 Sale \$234.95
- MGB '75-'80 Rear Muffler & Tailpipe**
444-420 Reg.\$59.95 Sale \$53.45
- MGB '68-'74 Front Exhaust Pipe**
444-020 Reg.\$55.95 Sale \$49.95
- MGB '68-'74 Rear Exhaust Pipe & Muffler**
444-420 Reg.\$59.95 Sale \$53.45
- MGB '68-'74 Front Muffler**
444-035 Reg.\$57.95 Sale \$50.95
- MGB '75-'80 Muffler & Pipe Assembly**
444-180 Reg.\$144.95 Sale \$129.95
- MGB '62-'74 Front Exhaust Downpipe**
454-530 Reg.\$53.95 Sale \$47.95
- Austin-Healey 100-6 3000 BJT Free-Flow Exhaust System**
021-133 Reg.\$209.95 Sale \$186.95
- Austin-Healey 100-6 & 3000 Muffler**
Fits 100-6 from C.E. 48863 thru BJ7.
610-108 Reg.\$104.95 Sale \$94.50
- Austin-Healey 100-6 & 3000 Tail Pipe**
Fits 100-6 from C.E. 48863 thru BJ7.
610-110 Reg.\$57.95 Sale \$51.25
- Austin-Healey 3000 BJB Front Muffler & Intermediate Pipe**
Right 610-257 \$89.95 Sale \$79.95
Left 610-258 \$89.95 Sale \$79.50
- Austin-Healey 3000 BJB Center Exhaust Hanger Kit**
813-018 Reg.\$71.65 Sale \$62.95
- Austin-Healey 3000 BJB Rear Exhaust Hanger Kit**
813-028 Reg.\$54.95 Sale \$48.50
- Sprite-Midget 1275 Muffler**
Fits from 1970 on.
444-270 Reg.\$79.10 Sale \$70.95
- 16D**
- Sprite-Midget 948 Sport Exhaust Header**
452-060 Reg.\$183.95 Sale \$165.00
- Midget 1500 Exhaust Pipe & Muffler Assembly**
Fits up to (c)213311. Must be cut for shipping. Your local muffler shop can rejoin these pieces.
444-320 Reg.\$104.95 Sale \$93.50
- Midget 1500 Exhaust Pipe & Muffler Assembly**
Fits from (c)213312 on. Must be cut for shipping. Your local muffler shop can rejoin these pieces.
444-330 Reg.\$129.95 Sale \$114.25
- Midget 1500 '77-'80 Exhaust Manifold**
444-390 Reg.\$299.55 Sale \$269.95
- Triumph TR2-TR4 Muffler**
862-000 Reg.\$55.55 Sale \$49.50
- TR3A-TR4 Sport Exhaust Header**
865-025 Reg.\$202.65 Sale \$179.25
- Triumph TR4A Stainless Steel Exhaust System**
860-120 Reg.\$349.95 Sale \$299.95
- Triumph TR250-TR6 '68-'71 Stainless Steel Exhaust System**
860-200 Reg.\$299.95 Sale \$266.95
- Triumph TR250-TR6 '67-'71 Muffler**
862-070 Reg.\$123.95 Sale \$110.25
- Triumph TR6 '72-'76 Muffler**
862-080 Reg.\$144.95 Sale \$126.25
- Triumph TR7 Exhaust Header**
865-040 Reg.\$142.95 Sale \$126.25
- Triumph TR7 Front Muffler**
Does not fit '75-'78 non-catalyst systems.
071-608 Reg.\$96.95 Sale \$77.95
- Triumph TR7 '80-'81 Rear Muffler & Pipe**
071-610 Reg.\$79.95 Sale \$69.95
- Sprite-Midget 1500 '76-'80 Catalytic Converter**
862-130 Reg.\$309.95 Sale \$271.95
- Sprite-Midget 1500 '73-'80 Muffler**
862-160 Reg.\$109.95 Sale \$97.25
- Sprite-MKIV & 1500 '73-'80 Exhaust Header**
865-140 Reg.\$164.95 Sale \$145.95
- Jaguar XK120 FHC & DHC Stainless Steel Exhaust System**
870-175 Reg.\$329.95 Sale \$284.95

CLUTCH

- Austin-Healey 100-4 & 100-6 Clutch Pressure Plate**
021-135 Reg.\$148.50 Sale \$119.95
- MG TD-TF Clutch Pressure Plate**
Fits TD from (e)9406 thru TF.
190-120 Reg.\$105.65 Sale \$93.50
- MGA Clutch Pressure Plate**
190-120 Reg.\$105.65 Sale \$93.50
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00
- Spitfire 1500 '75-'80 Clutch Slave Cylinder**
590-790 Reg.\$99.25 Sale \$86.25
- MG TD Clutch Cable**
Fits up to (c)22250.
331-070 Reg.\$77.60 Sale \$68.95
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00
- Spitfire 1500 '75-'80 Clutch Slave Cylinder**
590-790 Reg.\$99.25 Sale \$86.25
- MG TD Clutch Cable**
Fits up to (c)22250.
331-070 Reg.\$77.60 Sale \$68.95

CLUTCH HYDRAULICS

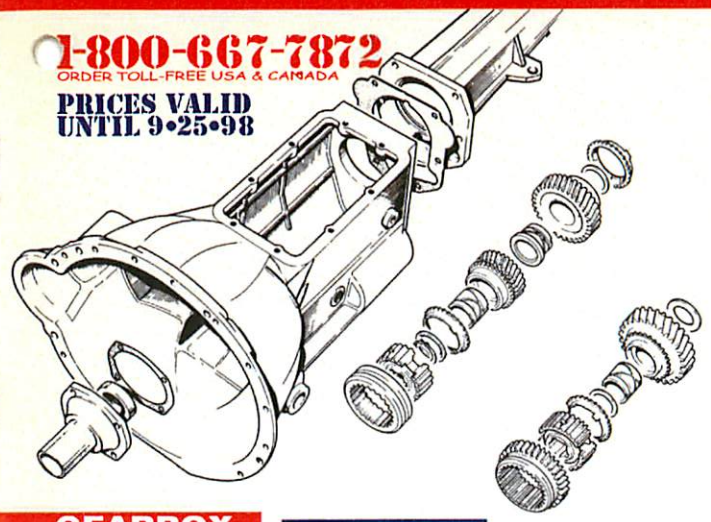
- Sprite-Midget 1275-1500 Clutch Master Cylinder**
180-625 Reg.\$71.95 Sale \$63.00
- Sprite-Midget 1275 Clutch Slave Cylinder**
180-665 Reg.\$77.95 Sale \$68.95
- Midget 1500 Clutch Slave Cylinder**
180-705 Reg.\$71.45 Sale \$64.00
- Triumph TR7 Clutch Master Cylinder**
071-306 Reg.\$130.75 Sale \$116.95
- Triumph TR7 Clutch Slave Cylinder**
071-312 Reg.\$99.95 Sale \$89.25
- MGA Twin Cam Slave Cylinder**
513-316 Reg.\$94.95 Sale \$84.95
- Austin-Healey 100-4, 100-6 & 3000 Clutch Slave Cylinder**
513-316 Reg.\$94.95 Sale \$84.95
- Triumph TR4-TR4A Clutch Master Cylinder**
581-510 Reg.\$159.95 Sale \$135.95
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00
- Spitfire 1500 '75-'80 Clutch Slave Cylinder**
590-790 Reg.\$99.25 Sale \$86.25
- MG TD Clutch Cable**
Fits up to (c)22250.
331-070 Reg.\$77.60 Sale \$68.95
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00
- Spitfire 1500 '75-'80 Clutch Slave Cylinder**
590-790 Reg.\$99.25 Sale \$86.25
- MG TD Clutch Cable**
Fits up to (c)22250.
331-070 Reg.\$77.60 Sale \$68.95
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00
- Spitfire 1500 '75-'80 Clutch Slave Cylinder**
590-790 Reg.\$99.25 Sale \$86.25
- MG TD Clutch Cable**
Fits up to (c)22250.
331-070 Reg.\$77.60 Sale \$68.95

RING GEARS

- MG TD Ring Gear**
Fits to (e)9407. 10 1/4" inside diameter.
190-020 Reg.\$99.95 Sale \$87.95
- TD-TF Ring Gear**
Fits from (e)9408. 10 1/4" inside diameter.
190-030 Reg.\$99.95 Sale \$87.95
- MGA and MGB Ring Gear**
Fits MGs with 19C/GB engines, 10 1/2" inside diameter.
190-040 Reg.\$65.95 Sale \$59.95
- MGB Ring Gear**
Fits MGs with 18GD thru 18V engines.
190-050 Reg.\$54.95 Sale \$46.95
- Sprite-Midget 948cc Ring Gear**
190-060 Reg.\$59.95 Sale \$53.25
- Sprite-Midget 1275 Ring Gear**
190-070 Reg.\$53.95 Sale \$47.95
- Austin-Healey 100-4 Ring Gear**
021-635 Reg.\$65.95 Sale \$57.50
- Triumph TR6 '70-'76 Clutch Master Cylinder**
581-540 Reg.\$119.95 Sale \$105.00

1-800-667-7872
ORDER TOLL-FREE USA & CANADA

PRICES VALID
UNTIL 9-25-98



GEARBOX

- MG TC Rubber Gearbox Cover**
80-460 Reg.\$194.95 Sale \$165.25
- MG TD-TF Cluster Gear**
441-010 Reg.\$776.75 Sale \$675.25
- MG TD-TF First Gear**
441-020 Reg.\$248.25 Sale \$215.50
- MG TD-TF Second Gear**
441-030 Reg.\$248.25 Sale \$220.00
- MG TD-TF Third Gear**
441-040 Reg.\$226.65 Sale \$204.95
- MG TD-TF 1st & 2nd Gear Sliding Hub**
441-070 Reg.\$188.85 Sale \$167.95
- MG TD-TF 3rd & 4th Gear Sliding Hub**
441-080 Reg.\$314.20 Sale \$275.00
- MG TD-TF 1st & 2nd Gear Selector Fork**
441-340 Reg.\$215.85 Sale \$194.25
- MG TD-TF 3rd & 4th Gear Selector Fork**
441-350 Reg.\$183.55 Sale \$162.95
- MG TD-TF 3rd & 4th Gear Selector**
441-380 Reg.\$70.90 Sale \$63.50
- MGA Gearshift Lever**
443-065 Reg.\$65.95 Sale \$56.95
- MG TC-TD-TF Remote Control Gear Selector Lever**
443-040 Reg.\$69.95 Sale \$61.75
- MG TC-TD-TF Gearshift Lever**
443-065 Reg.\$59.95 Sale \$51.95
- MGB '75-'80 Rebuilt Complete Overdrive Gearbox**
Must be paid for in advance and shipped truck freight collect. Overdrive unit not included.
041-414 \$1295.00 Sale\$995.00
- MGB '68-'80 Mainshaft Bearing**
Fits cars with overdrive transmissions.
127-850 Reg.\$75.20 Sale \$66.75
- MGB '66-'67 Cluster Gear**
Fits from (E)GB74720 standard and (e)GB74528 overdrive.
441-480 Reg.\$269.95 Sale \$260.00
- MGB '68-'76 Gearshift Lever**
443-135 Reg.\$59.95 Sale \$51.95
- MGB '62-'67 1st Gear & Hub**
461-470 Reg.\$279.95 Sale \$245.00
- MGA & '62-'67 MGB Laygear**
461-570 Reg.\$279.95 Sale \$249.95
- MGB '68-'80 Laygear**
462-065 Reg.\$109.95 Sale \$95.00
- MGB '68-'80 Reverse Gear**
462-115 Reg.\$157.50 Sale \$139.50
- MGB '68-'80 1st & 2nd Gear Sliding Hub Assembly**
462-180 Reg.\$399.95 Sale \$344.50
- MGB '68-'80 3rd & 4th Gear Sliding Hub Assembly**
462-215 Reg.\$359.95 Sale \$319.95
- Austin-Healey 3000 BJB 2nd Gear Synchro Ring**
021-326 Reg.\$66.95 Sale \$59.25
- Austin-Healey Layshaft**
Fits BN2 thru BJ7.
021-331 Reg.\$61.95 Sale \$54.95

- Austin-Healey 3000 BJB Layshaft**
021-332 Reg.\$61.95 Sale \$55.25
- Sprite-Midget Reverse Gear**
Fits 1098 from (e)10CC/4642 thru 1275.
461-895 Reg.\$74.50 Sale \$65.95
- Sprite-Midget Laygear**
Fits 1098 from (e)10CC/4642 thru 1275.
461-905 Reg.\$219.95 Sale \$189.00
- Sprite-Midget 3rd Gear**
Fits 1098 from (e)10CC/4642 thru 1275.
843-050 Reg.\$59.95 Sale \$53.00
- Triumph TR2-TR3 First Countershaft Gear**
841-010 Reg.\$229.95 Sale \$199.95
- Triumph TR3B-TR6 Reverse Gear**
845-770 Reg.\$59.95 Sale \$53.50

IGNITION

- Jaguar XK120-140-150 Ignition Wire Set**
011-287 Reg.\$65.95 Sale \$54.95
- MGA 1600-1600 Rebuilt Distributor**
143-100 Reg.\$349.95 Sale \$299.95
- MGB Distributor Vacuum Unit**
Fits cars with distributor #41491.
163-670 Reg.\$76.95 Sale \$68.00
- Crane Electronic Ignition**
Fits 4-Cylinder cars originally fitted with electronic ignition with internal amp. Crane electronic ignition systems are famous for their reliability. Expect faster starts, cleaner running and better performance at all engine speeds.
222-325 Reg.\$119.95 Sale \$105.95



boxes to mount or clutter your engine compartment. Only two wires to hook up, no permanent modifications and no points to set or change. Unaffected by distributor shaft wear and maintains firing accuracy to within '1/4".

- Mallory Dual Point Distributor**
Fits 6-Cylinder cars except TR250-TR6. Mallory's classic dual point distributor is a favorite among performance minded enthusiasts. It produces a hotter spark than original Lucas distributors, and its mechanical advance system can be tailored to suit any engine tune.
543-040 Reg.\$209.95 Sale \$185.00

ELECTRICS

- MGB '62-'71 Rebuilt Alternator**
Price includes a core charge of \$20 refundable upon receipt of a complete rebuildable core.
540-210 Reg.\$154.65 Sale \$134.95
- MGB '68-'80 Rebuilt Starter**
Price includes a core charge of \$30 refundable upon receipt of a complete rebuildable core.
131-210 Reg.\$239.95 Sale \$199.95
- MGB '68-'71 Starter Solenoid**
131-400 Reg.\$63.65 Sale \$55.95
- MGB '72-'80, Triumph TR6 and Jaguar XJ6 Starter Solenoid**
131-450 Reg.\$65.95 Sale \$58.25

BUMPER TO BUMPER AND EVERYTHING IN-BETWEEN SALE!

FRONT SUSPENSION & STEERING

TC Tompkins Steering Kit
260-118 Reg \$70.65 Sale \$62.25

MG TC King Pin Rebuild Kit
Includes kingpins and all the bushes and seals necessary to do both sides.
261-078 Reg \$96.25 Sale \$85.00

MG TC Left Tie Rod End Assy
261-238 Reg \$81.25 Sale \$72.25

MGA Major Suspension Kit
Features MGB GT V8 A-Arm bushings and includes everything necessary to completely rebuild the front suspension.
264-346 Reg \$119.95 Sale \$104.25

MGA & MGB Steering Column U-Joint Assembly
263-090 Reg \$93.45 Sale \$80.95

Austin-Healey Side Tie Rod
File BH2 from CE228931 thru BJB.
667-550 Reg \$62.95 Sale \$55.95

Austin-Healey 100-5 & 3000 Roller Peg Assembly
031-262 Reg \$92.95 Sale \$82.95

Sprite-Midgton Fulcrum Pin Kit
File 1098 thru 1500.
264-195 Reg \$54.95 Sale \$48.50

Sprite-Midgton Swivel Pin Kit
File 1098 thru 1500.
264-205 Reg \$79.95 Sale \$70.50

Sprite-Midgton '62-'72 Inner Tie Rod Assembly
260-330 Reg \$169.95 Sale \$148.95

TR2-TR4 Suspension Kit
Fits up to TR4 C77218. Includes everything necessary to completely rebuild the front suspension.
680-988 Reg \$89.95 Sale \$75.95

TR4 Major Suspension Kit
Fits TR4 from C77219 up to TR4A.
660-978 Reg \$99.95 Sale \$87.50

TR2-TR4 Vertical Link
661-100 Reg \$166.90 Sale \$149.95

TR4A-TR6 Bottom Trunnion Assembly
Right 661-470 \$56.50 Sale \$49.95
Left 661-480 \$56.50 Sale \$49.95

TR4 1/4" Sway Bar
031-705 Reg \$82.95 Sale \$73.25

ROAD WHEELS

19" 48 Spoke Painted Wire Wheel
Original for MG TC.
454-600 Reg \$349.95 Sale \$315.00

19" 48 Spoke Chrome Wire Wheel
Original for MG TC.
454-795 Reg \$459.95 Sale \$425.00

15" 48 Spoke Painted Wire Wheel
Original for Austin-Healey 100-4, 100-6 & 3000 thru BJ7 (Q24366, MG TF, MGA and Triumph TR2 & TR3.
454-610 Reg \$149.95 Sale \$135.95

13" 60 Spoke Painted Wire Wheel
Original for Spitfire MkII, III, IV, 1500 and GT6.
454-805 Reg \$149.95 Sale \$135.95

13" 60 Spoke Chrome Wire Wheel
Original for Spitfire MkII, III, IV, 1500 and GT6.
454-835 Reg \$269.95 Sale \$245.00

16" 60 Spoke Chrome Wire Wheel
Original for XK150.
654-350 Reg \$294.95 Sale \$272.00

Spitfire & GT6 13" x 5" Alloy Sport Wheel
654-720 Reg \$149.95 Sale \$131.50

MGB Rostyle Wheel
462-700 Reg \$174.95 Sale \$158.95

TR6 '70-'76 Disc Wheel
Trim ring and centerpiece available separately.
454-715 Reg \$149.95 Sale \$132.95



Notes on Ordering & The Fine Print

Orders must be received in our Colorado Springs office by September 25, 1998, and just postmarked by 10:00 a.m. for the low prices. We cannot be held liable for any delay in shipping. This sale may not be used in conjunction with any other Moss special promotion. All items listed in this sale flyer do not include shipping and handling charges or local sales tax (CA and HI residents only). If you send pre-payment with your order, please see our current Price List for shipping rates.

We always plan to have adequate supplies of items in stock, but there is no way of knowing exacting demand. We recommend therefore that items be ordered "Backorder Yes" so that you will receive the full benefit of the sale prices even if you run out of our inventory. Our supply of some items is limited and we are unable to replenish them when depleted. With the exception of these items, we can restock temporarily exhausted supplies in a reasonably short time. Our minimum order is \$10.00 please.

MOSS MOTORING'S 1998 PHOTO CONTEST!

Take Your Best Shot, Then Send It to Us!

Can you believe that it's that time of year again? It seems only last week we were deluged with entries for our 1997 photo contest but it's nearly a year ago! So, once again, we invite you to submit your best shot in one of four main categories, for nearly a thousand dollars worth of valuable Moss Gift Certificates!

HUMOR

Send us your funniest shot involving a British sports car.

THE SPORTING LIFE

We were a little disappointed by the paucity of entries in this category last year. However, some of you must have photographs that convey the sounds and the smells of the British competition sports car in action!

KIDS AND CANINES

Always popular, this category attracts some of our best entries. Babies, kittens and the ever-popular 'dog in the car' fit in this group!

BEST OVERALL PRESENTATION OF A BRITISH SPORTS CAR

For the more artistic among you, who may like to place the car in a

setting which complements the lines of the vehicle.

Once again, we will award First and Second prizes in each of the four main categories and Honorable Mentions where appropriate. A Grand Prize winner will then be chosen from the "Best of the Best" whose author will receive a \$200.00 Moss Gift Certificate. First Place winners will be awarded a \$100.00 Moss Gift Certificate and successful Second Place entrants will receive a \$50.00 Moss Gift Certificate. All entrants to the contest will receive a \$5.00 Moss Gift Certificate for use against future orders.

NOW FOR THE FINE PRINT...

1. Each amateur photographer may submit up to three entries.
2. Each entry must be the original, unpublished work of the entrant.
3. Entries will be judged on the basis of content, appropriateness and skill.
4. The contest is limited to color prints, color transparencies, and black and white photographs only. Glossy prints are preferred and entries should be no smaller than 5"x7" nor larger than 11"x14". We realize that many serious photographers prefer to use slides or transparencies for their work, so for the very first time we will accept this medium in our judging! However no

color photocopies will be accepted for this contest.

5. Each individual entry MUST be labeled with the entrant's name and address in addition to the category the photo is being entered in. We suggest you attach a separate label on the reverse side of each print. Please avoid writing on the either the back paper or the emulsion side of the print.

6. All entries become the property of Moss Motors, for their exclusive use, and NO ENTRIES WILL BE RETURNED.

7. If there are recognizable persons in your entry, a signed release must accompany the entry. If a release is impossible to obtain, a note of explanation would be appreciated.

8. All entries must be received at Moss Motors no later than October 31, 1998.

9. Pack your entries carefully. Use a photo mailer envelope where possible, and be sure to mark the envelope containing your entry "PLEASE-DO NOT BEND!". Mail your entries to: Kathi McCallum, Moss Motoring Photo Contest, 440 Rutherford Street, Goleta, CA 93117

Again, the closing date is **OCTOBER 31, 1998!**

Once the entries have been judged, the winners will be announced and featured in the Spring 1999 issue of Moss Motoring. So come on—take your best shot—and good luck!

BRITFEST '98



ANOTHER GREAT EVENT AT MOSS MOTORS EAST COAST FACILITY!

Glenn Wrigley

Over 250 fine examples of British automobiles gathered at Moss ECF for the annual Britfest Car Show. Welcomed by Moss Manager, Joe Capela, attendees were greeted by sunshine and a wide variety of vendors offering assorted products. Moss themselves were offering a 15% discount for items purchased during the show.

Co-sponsored by the MG Car Club, Central Jersey Centre and Moss Motors, cars from as far afield as Virginia and Massachusetts (including one from Oregon)

entered the field of competition for popular vote awards in 18 categories.

This year's festivities coincided with the 50th Anniversary of Moss Motors, and to celebrate the occasion, Charles Tredldgo of the MG Car Club, presented a plaque to Joe Capela to commemorate the day. Britfest has grown in size and popularity over the last few years, with an 80% increase in both show cars and vendors. This year the entire Hamilton Park site was utilized for show activities while spectator parking was transferred to the Dusenberry Engineering site (to whom we offer our sincere thanks!), from whence a shuttle bus took visitors to the main show.

Three New Jersey State Police troopers were on hand to show off some of their latest emergency rescue equipment—the same troopers also patrol Victory Gardens where the Moss facility is situated! It helps to have friends! An inaugural valve cover race was held, and participation is expected to increase in future years, when this is again staged.

The coveted "Best of Show" award went to James Cenack from the Eastern New York MGA Club for a superbly restored 1930 Morris Minor, and while a number of super Jaguars were admired, a dozen beautiful Sunbeam Tigers and Alpines also took the eye and formed their own class.

The friendly spirit and devotion of the owners to their cars is what meets such as this are all about, and such devotion was shown by the winner of the "Long Distance Award", Michelle Lutz, who covered 3138 miles in her 1972 MGB GT!

Moss Motors and the MGCC Central Jersey Centre offer thanks to everyone who turned out to make the show the success it undoubtedly was.



Moto Lita Wheels

15" Wood Moto Lita Rim with 3 Drilled Polished Spokes
454-190 Reg \$218.95 Sale \$189.95

14" Wood Moto Lita Rim with 3 Drilled Polished Spokes
905-050 Reg \$218.95 Sale \$193.00

STEERING WHEELS

15" Leather Moto Lita Rim with 3 Drilled Black Spokes
454-190 Reg \$218.95 Sale \$189.95

MG TD-TF Hub Kit
454-327 Reg \$75.45 Sale \$66.95

Austin-Healey Hub Kit
Cars with adjustable columns only.
454-297 Reg \$84.60 Sale \$74.95
Cars with non-adjustable columns only.
454-347 Reg \$75.45 Sale \$67.00

MGB '62-'67 Hub Kit
454-365 Reg \$75.45 Sale \$66.95

Midgton Mki Hub Kit
905-345 Reg \$75.45 Sale \$67.00

MGB '71-'76 Hub Kit
905-480 Reg \$70.35 Sale \$61.95

MGB '77-'78 Hub Kit
905-485 Reg \$75.45 Sale \$67.00

MGB '79-'80 Hub Kit
905-490 Reg \$75.45 Sale \$67.00

TR4-TR6 Hub Kit
853-785 Reg \$75.45 Sale \$67.00

Jaguar XJ6, XJ12 and XJS Hub
Fits 1974-'86.
853-805 Reg \$75.45 Sale \$66.50

MG TA-TB-TC Brooklands Steering Wheel
454-240 Reg \$298.50 Sale \$259.95

MGB '62-'67 Steering Wheel
454-340 Reg \$179.95 Sale \$159.95

MG TD-TF Steering Wheel Center Piece
262-340 Reg \$69.35 Sale \$59.95



1-800-667-7872
ORDER TOLL-FREE USA & CANADA
PRICES VALID UNTIL 9-25-98



Story and Photos by Steve Tom

Maggie Mae is on the road again. After nine years of storage, Maggie, a 1957 MGA, is back where she belongs. Rousing her from her slumber and putting her back on the road proved to be almost effortless, thanks in part to a little care and forethought taken when I put her into storage. The lessons I learned while doing this may prove useful to anyone else who is forced to set their British tin aside for a few years.

First of all, let me make it clear that I am not one to give names to cars or to regularly refer to a hunk of metal as a "her." At a weak moment in my adolescence I named this car "Maggie" after the Rod Stewart song that was playing incessantly during the summer when I first rebuilt it. I probably haven't used that name more than a half-dozen times since then, referring to it instead as "the MG" or occasionally as "the %\$#@% MG." Somehow, though, it seems appropriate to use her given name on this occasion. I learned about sports cars at the wheel of this beast, starting when a friend and I found it in the backyard of a run-down Indiana neighborhood and bought it for \$50. It obviously hadn't been driven for several years, rust bubbled through the multiple colors of paint that had been slapped on its bodywork, and the entire front end was smashed back about six inches. Since my friend had the only vehicle capable of towing a hulk like this, I was elected to ride in the MG—steering and frantically attempting to pump up the brakes every time we stopped. I had never seen an MGA before, much less ridden in one, but I fell in love with it on that drive. My friend's Dad ran a sports car dealership, and I soon made arrangements to buy this car. Actually, I made arrangements to buy the parts, do as much of the work as I was capable of, and do odd jobs around the shop in return for the skilled labor they put into the car. By the end of

WAKE UP, MAGGIE!

ers" (starting with a \$40 Chevy) to the abuse of winter driving. The MG always came out again as soon as the snows melted, and stayed on the road (top down, of course) until the November flurries brought out the salt trucks again. I did store it for about a year when I was stationed on Guam, as the tales I'd heard about the combined effects of salt air and Guam drivers made me loathe to risk the MG to that environment. (I bought a '58 MG for this purpose instead) Other than that, I drove the car regularly until the summer of '88, when I got orders for Alaska. I would have loved to have driven this car along the Alaskan highway, but my wife and my two-year-old son had other ideas so I reluctantly began preparing it for its first long term storage.

The first rule of long term storage is to make certain things are clean. Cleaning the car before you store it is essential, as dirt caked in seams, crevices, and wheel wells, tends to hold moisture and speed corrosion. Like most mechanics, I tend to emphasize function over form, and washing a car just never seems to make it to the top of the "to do" list. Finally I overcame this shortcoming by developing a five-year-plan to ensure all my cars are washed regularly. The year I stored the MG happened to be the year I was scheduled to wash it anyway, so I didn't have to do anything special in that department.

More important than outward cleanliness is cleanliness of the soul. Oil, gas, antifreeze, brake fluid—these

the summer the MG had a professionally rebuilt engine, an enthusiastic beginner's body job, and a coat of the shiniest red paint money could buy.

For many years, this car was my primary transportation. It got me through college, through a year or so of working as a mechanic, and through many years of an Air Force career. My "other car" during much of this time was a 1928 Ford, so the MG was the vehicle of choice for all long distance

For many years, this car was my primary transportation...

road trips as well as routine trips to the grocery. Indiana, Michigan, Ohio, North Carolina, New York, Florida—we saw a fair chunk of territory together. In upstate New York I found they dumped more salt on the roads than Indiana or Michigan ever dreamed of, so I reluctantly began parking the MG for the winter while subjecting a series of "beat-



form the heart and soul of your British car, and they're all going to sit in your car for a long time while it's in storage. During that time they can cause much grief if they're dirty. I use synthetic oil in my MG engine because it's sulphur free and doesn't form acids after it's gotten hot, a trait which is especially desirable if you're going to store the car. (A friend once advised me to use synthetic oil in my gearbox as well, as he claimed the reduced friction gave him an extra horsepower or two. He was trying to race a Datsun Fairlady, which made his judgment questionable, but the fact that he occasionally caught up with the MGBs made me think he must be doing something right.) I changed the oil and filter on my MG just before putting it into storage, and at the same time I flushed the cooling system and refilled it with fresh antifreeze. (The MG manual advises one to "always use a good grade of anti-freeze solution when frosty weather is anticipated." Since my MG was going to be stored in an unheated garage in Michigan, I could definitely anticipate frosty weather.) I didn't need to flush the brake and clutch fluids, because I had already switched to silicone brake fluid and didn't need to worry about water in the system. If you're using conventional brake fluid I would definitely recommend flushing the system and replacing it with silicone, as a little bit of water in your wheel cylinders can rust those puppies solid after a few years storage. Rusted brake cylinders are not compatible with MG's motto of "Safety Fast!"

Gas poses a special problem. Unless your car is going to be stored in a climate-controlled low-humidity vault, you need to fill the tank before you store it. Otherwise, the seasonal changes in temperature will cause condensation in the tank—Condensation which leads to rust. Before I bought my Model A Ford it was stored for several years with an empty tank, and I am still plagued by rust in that system. (On one of my first dates with the woman who became my wife I was forced to disassemble the Model A fuel system and blow rust out of the fuel lines. This activity pretty much negated the effectiveness of all the careful preening I'd done before the date, to say nothing of its effect on my breath!) Even with the MG tank kept full, however, I still had problems with deposits and varnish. I made it a practice to start the MG whenever I could get home on leave (which meant once every year or two) but the starting ritual usually required disassembling the carburetors and the fuel pump to free all the moving parts that had been glued together by old gas. Fortunately, I later discovered Storn-Start in the Moss Motors catalog, a marvelous product which ended my fuel system blues.

Batteries do not like to be stored, but the situation is not as bad as some people claim. I've read articles that advise you to throw your battery away if the car is going to be stored for more than six months. Since I'd just bought two new Armstrong batteries from Moss the year before I stored my car, I elected not to do that. I used a battery charger to recharge the batteries at least once a year while it was in storage, and was able to still start the car reliably with nine-year-old batteries. (When they turned 10 they started the car occasionally, but not reliably.) I had several other cars in storage at the same time, and my experience with them was similar. It would be best if they could be charged more frequently than once a year, but an annual charging keeps

every winter, so ask your boat-owning friends where they store their boats, or ask a local marina about long-term storage. I've found several farmers who would store my cars at very reasonable rates by checking with marinas.

Even if you store your car in your own garage, it's important to protect it against mice, squirrels, spiders, and other varmints. Stuff rags up your tailpipe, your air cleaner intake, and any other hole that would make a nice home for a critter. Scatter mothballs liberally throughout the interior and trunk of your car, and hang a few moth cakes under the dash. Then cover the car with a good cloth car cover so the entire vehicle can steep in these fumes. If your car will be stored in a barn or garage with a dirt floor, you might want to lay a sheet



them from self-destructing. It's important to disconnect the batteries when you store a car, both for safety's sake and to make certain nothing will run the battery down. I once neglected to do this on my E-Type, and over the winter the dashboard clock sucked the life out of my battery. No amount of charging would revive that battery, which was less than three years old, when I came home on leave the following summer.

Where you store your car is very important. I've tried various types of car covers and tarps and have come to the conclusion there's no substitute for inside storage. No matter how carefully you wrap a cocoon around your car, the rain, snow, fog, and rapid temperature fluctuations are going to penetrate that cover and cause damage. Storing the car in your own garage is ideal, but I have, at various times, rented space in someone else's garage, barn, and even an abandoned chicken coop. (Abandoned by the chickens, that is.) All gave satisfactory results. Boat owners have a similar storage problem

of plastic over the car cover to keep the dirt (and chicken feathers!) from trashing your car cover. Don't wrap the car entirely in plastic, however, as it needs to "breathe" and let condensation evaporate when the temperature changes. My experience with mothballs was that they did not keep critters out entirely (I found an incredible cache of hickory nuts under my driver's seat) but it made them look for a more pleasant place to set up housekeeping. There were no mouse droppings or snake skins in my car, the upholstery hadn't been torn apart for nesting materials, and even the spiders stayed clear.

My final word of advice on long-term storage is, if at all possible, start your car at least once a year. I wasn't able to get home and start my cars every year, but I did it almost every year. Starting your car re-olls all the engine internal parts, polishes incipient corrosion off cams and other wearing surfaces before the pitting gets serious, and generally makes your car feel better. If possible, drive it around

Continued on Page 31

Technical Tips

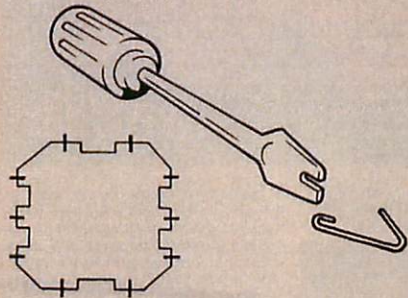
Have you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in *Moss Motoring* you'll be eligible for a \$35.00 Moss Motors Gift Certificate! Send your ideas to Technical Editor, *Moss Motoring*, 440 Rutherford Street, Goleta, California, 93117.

Are you having trouble installing your new seat diaphragm to an assembled seat? Try this: Modify a large (preferably old) screwdriver by cutting a slot in the blade to accept the diaphragm hook. This is then used to force the side hooks into place. (See diagram below.)

On my TR6 it was preferable to turn the front and back hooks DOWN and install them on the frame first using vise grips. The side hooks were turned UPWARDS and installed with the aforementioned screwdriver.

(This procedure also works on late TR4-250s, MGBs, and others!)

—J. Renfrew, Victoria, British Columbia, Canada



Untidy hydraulic lines can really mess up the appearance of an otherwise sharp looking engine bay, even the pros have a hard time with this one. Many people have asked me how I got my lines routed so neat and crisp and the answer is that I purchased a roll of balling wire (sometimes called tie wire) from the hardware store for about a buck. Balling wire is soft and pliable but will stay where you put it.

Route the balling wire in place of the hydraulic line, making the bends and straights just where you require them, then cut the wire right where the hard line will terminate. You now have an accurate template containing all the right bends and angles to match your final shape. Working comfortably on the bench you simply match the shape of your hard hydraulic line to the wire template holding one against the other to check your progress. Believe me it works great!

Our British cars use hydraulic lines with a double flare on the ends and unless you have a tool that can make this

double flare, you will have to use the length of line as it comes (it comes in a variety of lengths) in this case cut your balling wire to the same length of line you will be using, and route it so that it ends up where it should. You'll have plenty of balling wire left over when you're done and if you've never used it before, you'll find it as indispensable as duct tape for many odd jobs in the future.

—David Hill, Santa Monica, California

Having just returned from a 3000 mile journey in our '59 Triumph TR3, I would like to submit a tip that made our trip more pleasant.

As with most English cars, some oil usually drips onto the ground under both my Triumph and my MG. To keep on good terms with friends while visiting with them, I created a "Depends" for our car with an inexpensive tarp.

Simply measure the width and length between the wheels and attach four thin pieces of wood to the tarp, folding over the excess material. Then, when you have decided where you will park, simply lay the tarp with one edge against the front wheel and then drive over the sheet until you feel the front tire against the wood on the other end.



When departing, simply wipe up any oil with a paper towel, fold up the tarp and keep in the trunk. The wood, by the way, also helps keep the wind from blowing the tarp while you position the car on it.

—Rich Wagner, Walled Lake, Michigan

When I restored my MGA, the new Moss Motors gear shift knob was a beautiful replacement for the 35-year-old original which was by now, pretty worn with numerous scratches and dings. To protect my new one I bought a small piece of black fleece at a fabric store and fabricated a cover (with elastic at the bottom) to slide over the knob. Now when entering a car show I just pop the 'glove' and not only is the knob unscratched, it is shined up, well—ready for show!

—Lou Spradlin, Scotia, New York

Continued on Page 23

the nut behind the wheel



ron phillips

Let me share a couple of things with you this time. First, let's quickly finish up the series of articles on oil leaks and then explore a BMC TSB. What's a TSB? Stay "tuned." As promised, here's the scoop on hypoid rear axles. The late BN1 axle is stamped such (on the driver's side top) and has a filler plug on a flange of the axle casing accessible from the battery compartment. I believe BN2 axles are also stamped as such, but their filler plug was moved to the back of the axle where it is on all six cylinder axles and this location is what is shown in the shop manual. In spite of the shop manual's inclusion of the Hypoid axle in the BN2 supplement, it was introduced in the BN1 production run at chassis 221535. If overfilled or over tightened, the filler plug can leak.

No big surprise here and easily fixed with Teflon tape and oversize plugs. But the largest sources of leaks from this component are the pinion seal and the wheel bearing seals.

Pinion seal replacement is straight forward. You'll just need some heavy duty tools to remove the pinion nut. Pop out the old seal. Press or tap in the new one, and make sure the driveshaft flange is smooth where it runs on the seal. Then be sure to torque the pinion nut to the factory setting. Unlike more modern cars, there is no "crushable" replaceable spacer in our Healey rear axle pinions to worry about.

The wheel bearing seals are also straightforward. However, there is a difference in the cases between all the earlier ones and the B/J8. The B/J8 case has provision for attachment of the traction bars. In all other respects, however, they

are identical. The reason I mention it is that the B/J8 axles have a tendency to leak at the ends due to warping and bending of the case. It is suspected that the welding of the mounts for the traction bars has led to this malady. If the case leaks, there generally is no fix but to replace it with another. If a B/J8 axle isn't available, then creative welding can make an earlier axle case into a B/J8 axle case. So enough already on oil leaks. On to the TSB!

While working on the newsletter indexing project for the Austin-Healey Association here in Southern California, I ran across a Technical Service Bulletin (TSB) I had published in 1982. This particular TSB just jumps right out at you with a piece of information that isn't available anywhere else unless you happened to have been a member of our club way back then or you have a copy of the August 1982 Healey Motor News (HMN) stashed away among your treasures. I suspect, however, those with a copy of either the original HMN or the original TSB are few and far between.

First, what is a Technical Service Bulletin? Car manufacturers publish these "confidential" bulletins and then send them to their dealers to cover topics that aren't in previously published factory manuals or for which there was

Interestingly, BMC acknowledged in this TSB that the first 3000s were Mark Ones as early as 1964 even though the first 3000s never carried a "Mark I" badge!

no previous "fix" for a problem encountered after a car model is released for sale. In this modern day, these types of correspondence have been called, among other things, "hidden warranties". Austin published these for years as did the subsequent company, British Motor Corporation. In the late '70s I collected a few of these volumes covering several of the Austin-Healey years from 1953 through 1967. Then over the years I published all those of interest to Austin-Healey fans in our local club newsletter. So much for background.

This particular TSB is about Ignition Timing for the Austin-Healey 3000 Mark I, II and III dated September 1, 1964 (No. 57-64). This TSB pertains to the actual crankshaft pulley measurements necessary for adjusting and checking the ignition timing on your six cylinder Austin-Healey. Interestingly, BMC acknowledged in this TSB that the first 3000s

were Mark Is as early as 1964 even though the first 3000s never carried a "Mark I" badge! But I digress. Here's what BMC had to say:

"We have received many requests asking for the actual crankshaft pulley measurements necessary for adjusting and checking the ignition timing. We would like to advise you that the corresponding distance from the T.D.C. marking on the crankshaft pulley is as follows:

5 degrees = $17/64$ inches
(100-Six, 3000 MkI)
10 degrees = $17/32$ inches
12 degrees = $21/32$ inches
(3000 MkII (all), MkIII)"

Measure back (counter clockwise) from the Top Dead Center (T.D.C) mark with a flexible ruler the specified number of inches for your Healey and mark the appropriate spot on the crankshaft pulley with a drop of white paint or, less permanently, with a drop of liquid paper correction fluid. You now have the spot where your distributor points should just open to be statically in time. By rotating the distributor forward and backward to achieve the "breaking" of the points, and then clamping the distributor in that position, you can easily "time" your engine. A volt/ohm meter or a test lamp would be the best way of determining whether the points were open or closed as setting them visually would be much less accurate but would probably work well enough in an emergency until you could more accurately time the engine later. Be sure to take the counter-clockwise rotation of the distributor into account when you do this. You want the distributor points to just come open as the distributor approaches the number one firing position. You don't want to be too late and on the "wrong side" of the firing order!

Just a few notes are in order. The above measurements and settings pertain to all of the Austin-Healey six cylinder engines with stock crankshaft pulleys and stock camshafts. Yep! That means all the 100-Sixes, too, not just 3000s! It doesn't matter whether you have the two-piece pulley used on all six cylinder engines up to the B/J8 or one of the two styles of B/J8 single piece crankshaft pulleys. The diameter of the pulleys is the same. What could you use for a flexible ruler? How about your wife's cloth sewing tape measure? Better clean that engine bay up first, however! Further, by doing the math from the numbers above, you can easily find what each degree of advance is worth. This bit of information will then enable you to compute what a given total number of degrees advanced would mean and where to place an appropriate mark on the crankshaft pulley if you don't have a stock cam. There's a lot more to the subject of ignition timing, of course. But it will have to wait till next time.

through the windscreen

Ken Smith

First, let me say how much we've enjoyed meeting so many of you on the road during our travels with the "Mossmobile". We really appreciate the many kind things you have to say about Moss Motors and our staff and we now look forward to the remainder of the season and meeting even more of our fine customers!

Certainly many of our customers were in evidence at the Moss Sports Car Festival held last month and they all told us what a wonderful time they had!



Gaydon 1998—Two pre-war Triumphs pose in the sun, a Vitesse four-seater (right) and a Dolomite two-seater roadster (with a Dickey/Rumble seal). Photo: Bill Piggott

Once again, we remind Editors and compilers of club publications that if you wish to reprint anything that has appeared in *Moss Motoring* you are at liberty to do so PROVIDED a full acknowledgment as to the source is credited. A simple byline "Courtesy of *Moss Motoring*" is adequate. Also we've seen one or two examples recently, in club magazines, where our copyrighted artwork or cartoons have been "lifted" without permission or credit. I can't stress how serious a view is taken of this matter! It only takes a brief note, or a phone call to the Editor on the Moss 800 number to obtain the required permission.

Even more serious are those people who have "pirated" the front covers of our catalogs and printed them on T-shirts for sale. Like the NFL, and the NBA, we will vigorously pursue and prosecute to the full extent individuals who make and sell illegal merchandise bearing copyrighted Moss Motors artwork.

Recently we read a report in a club magazine where a customer from the East Coast apparently felt that he did not receive the "full treatment" when he arrived unannounced at our Goleta facility one Saturday morning. Normally if you know you are intending to pay us a visit we will arrange for someone to show you around Moss, and in general treat you like the thousands of other visitors who each year make the pilgrimage to Southern California. One has only to look at the comments in our showroom visitors' book to see what they think about their welcome at Moss.



A great turnout at the Third Annual Monterey Peninsula British Car Meet in Pacific Grove, April, 1998. Photo: William Wellborn

However, most Saturdays during the summer our incoming telephone lines are red hot (we are the major mail order supplier in the country after all!) and the sales counter also gets very busy at certain periods. At times like these it may not always be possible to give you the "Full Monty" and the five cent tour of the salesroom, warehouse, machine shop and garage that we would wish to do for any customer who arrives. This is mainly because all our excellent sales staff are committed in other activities at certain times. So please bear with us at times like these, and please call in advance so we may be the perfect hosts!

On the other side of the visitor page...

"Dear Moss,
Thank you very much for the wonderful tour of Moss Motors last Friday. I stopped by at 4:55 p.m. and was expecting the bum's rush out the door! Instead "Mahalo nui loa" Carlos, for the one hour tour on your own time, and the stories! Now I feel even more like family. Incidentally your Buttonwillow event was just fantastic! Thanks again!

—Buck Joiner, Maui, Hawaii"

So you can please some of the people...

In celebration of the 75th Anniversary of Triumph cars over 1500 examples of the marque gathered at the Heritage Museum at Gaydon in England during the last weekend in May. We thought you might like to see some of the more unique cars which were on display, and we hope to bring you a more comprehensive report from Bill Piggott, our Triumph correspondent in the UK (who incidentally took the pictures) in a future issue of *Moss Motoring*.



A unique 'might-have-been'! The surviving Stag coupe prototype, only one was built. Opinions were divided at the Gaydon show as to its aesthetic merits! Photo: Bill Piggott

Repairing the Starting System

Louis C. Belby

In the Summer issue of *Moss Motoring*, we brought you part one of this informative treatise by Louis C. Belby. Many of you wrote and told us how much you appreciated this information so it's only fair that we now bring you part III!

Take another wire with alligator clips on each end (it doesn't have to be as thick as a jumper cable) touching one end to the solenoid battery terminal (the bolt with all the wires) while you touch the other end to the spade connector attached to the brown/white wire. The solenoid should make a loud click as it kicks out the pinion gear, the starter motor should run, and the engine should crank but not start (that's why you left it in neutral with the key off). If the starter motor checked out in the previous step but it doesn't operate now, you have a bad solenoid. If you hear the loud click but the starter doesn't run, the solenoid coil is good but the contacts are probably too dirty to pass current. In this case, you must remove the starter and solenoid from the car (again, disconnect the negative cable first at the battery!). First, remove all wires from the solenoid, noting their position. Unbolt

the starter from the engine, remove the solenoid from the starter, take the two screws off the end cap, the two nuts off the bolt terminals, and unsolder the two connections on the end cap. Carefully pry off the solenoid end cap noting which wires go to which of the connections you unsoldered, polish all the contacts inside the solenoid with emery cloth, and reassemble.

In case there is no click, the source of trouble could be a dirty solenoid plunger which prevents it from retracting into the solenoid. This is why bashing a solenoid with a hammer sometimes renders it operative: you've temporarily freed it up, but this is definitely a short-term solution. In the case of a dirty plunger, remove it from the solenoid and polish both it and the inside

of the solenoid with some emery cloth. If after polishing the plunger and reassembling the solenoid it still won't work, your coil isn't operating. Double check that you resoldered the coil connections tightly to the proper terminals on the solenoid end cap. If it still doesn't work, you'll need to replace the solenoid, which can be purchased separately from a starter. Before reinstalling the starter and solenoid on the car after repairing/replacing one or both, it would be a good idea to do a bench check using either your own spare battery or by taking the unit to an auto store. This test is done just as it would be if the starter were on the car, but now you also have to ground the starter to the negative terminal of your battery since it isn't grounded through the car.

Wires tend not to be defective.

Connections, though, can become loose or corroded, and all of them should be inspected and cleaned, tightened, or replaced if necessary.

If the starter motor and solenoid both check out, it's time to inspect the starter switch. Get hold of a friend and a voltmeter or test light. Disconnect the white/red wire from the W1 terminal on the starter relay under the hood, and attach the positive wire from your voltmeter or either lead from your test light to the wire (not the terminal). Touch the negative voltmeter lead or the other test light wire to a good ground and have your helper turn the ignition key all the way to start. If the voltmeter shows 12 volts or your test light illuminates, your starter switch is good. You know this because the ignition switch is sending current to the

starter relay through the red/white wire. If, on the other hand, no current is detected you must change your starter switch. This is readily accessible by removing the plastic covers over the steering column.

If the starter, solenoid, and ignition switch are functional, now check the starter relay. Attach your voltmeter positive lead or one test light wire to the C2 terminal (not the wire) with the brown/white wire attached to it. Connect the negative voltmeter lead or other test light wire to a good ground, have your helper turn the key to start again and see if there's current by looking at your voltmeter or test light. If so, the relay is good since you know that the relay is passing current from the battery to the starter solenoid. If no current is indicated you have a bad relay, a fairly common problem, and it must be repaired or replaced. A relay can be faulty for two reasons and depending on the problem, it may be possible to repair it. The cover can be pried off the relay and the contacts between the C1 and C2 terminals, which might be too dirty to pass current, can be polished with emery cloth. If the relay coil itself attached to terminals W1 and W2 is inoperative, a loose connection can be soldered if this is the problem. Otherwise, replace the entire relay, which is fairly inexpensive.

If none of the above tests finds the source of your trouble, the problem might be in one of the wires mentioned above. Wires, however, tend not to be defective. Connections, though, can become loose or corroded, and all of them should be inspected while carrying out the above tests and cleaned, tightened, or replaced if necessary. If you decide to check your wires as a last resort, you must check each one for continuity using a test light or other appropriate instrument. I would bet, though, that you will have found the source of your problem long before reaching this point. Happy sleuthing!

Technical Tips (Continued from Page 20)

Sometimes after installing new brake lines (especially when you flare the ends yourself) the line leaks! If you tighten the line too much you run the risk of stripping the threads. To solve this problem remove the line and heat the end with a propane torch until it is cherry red. Then, allow the end to cool by itself without quenching it with water. This will soften the metal so that the flait will seal when it is tightened down.

The cap on the master cylinder has a small vent hole in it. When disconnecting a brake or clutch line, take the cap off and put a plastic lunch bag over the opening. Then screw the cap back on. This will produce the same effect as forgetting to loosen the vent cap on a gas can. It will slow, if not stop, the flow of brake fluid from the disconnected line.

MGA rear shocks must be removed from the car in order to top them up

with oil and because of this many people tend to neglect their shocks. The solution to this problem is to fill them from inside the car!

Remove the battery cover and reach under to locate the filler plug on top of the shock. Once located, drill a hole in the back shelf above the plug—the hole does not have to be large 3/8" is plenty. Then, when it comes time to

Continued on Page 29



Jaguar XK120-140 License Plate/Reverse Lamp

Gorgeous reproduction of this particularly attractive lamp, which was also used as standard equipment on MGAs sold in Switzerland.

011-680

\$185.80



"Hylomar HPF" Gasket Dressing/Sealer

Scraping off firmly stuck old gaskets is a thing of the past when you use Hylomar. Unlike most older types of gasket dressing, Hylomar will not ever harden, ensuring easy disassembly even years later. Hylomar holds gaskets in place during assembly and allows repositioning, while providing an instantly useable seal after assembly with proper torque. Hylomar is resistant to all automotive fluids, including gasoline, and is useable in temperatures from -60° to +600°F.

221-555

\$4.50



"Ultra Slick" Engine Assembly Lube

The most critical time for dangerous wear during an engine's life is during initial start-up. Protect your rebuild (and all of those expensive parts) by using "Ultra Slick" during assembly of camshafts, lifters, engine bearings, timing components, valves and guides, and rocker shaft assemblies. It's the best insurance available.

221-565

\$3.95



Christmas Cards

Share your enthusiasm for your favorite car with family and friends this Christmas. Cards are sold in sets of twelve with envelopes.

TR3	221-950	MGB	221-980	Bugeye	221-955	MG TC	221-960
Midget	221-995	MGA	221-985	XK120	221-965	TR6	221-975
A-H 3000	221-875						

\$9.95/Set of 12



GIFT CERTIFICATES!

Don't know what to give that special British sports car owner in your life? How about a Gift Certificate from their favorite parts supplier? Available in any denomination you choose, and easily redeemed simply by mailing it back to us. Order Gift Certificates from your favorite Moss Sales Advisor.

Toll Free Direct Ordering
from USA & Canada
800-667-7872

24 Hour Fax Ordering
805-692-2525

Customer Service
800-235-6954



G-Tech/Pro Performance Meter

Quantify your car's performance. Want to know if that upgrade really works? The G-Tech/Pro measures acceleration, braking, horsepower, and lateral acceleration (cornering forces). This award-winning product is smaller than a pack of cigarettes, yet it provides useful data with excellent accuracy. Easy to follow instructions will have you accurately measuring 0-60 times, quarter mile time and speed, braking distance, chassis horsepower, and cornering forces in any vehicle.

386-270

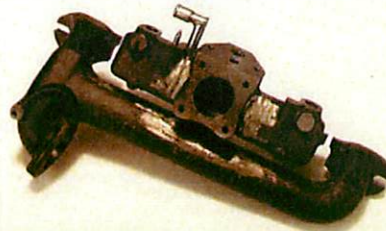
\$149.95

Prices in this section do not include shipping charges. Please refer to our current Price List for rates.

1975-'80 MGB Intake/Exhaust Manifold

Genuine British Motor Heritage re-issue of the later type redesigned to resist the cracking which plagued the earlier combined manifolds.

373-840 \$575.00



R4 Grille

Put the gleam back into your TR4's smile with a new reproduction grille, and avoid the thankless task of trying unsuccessfully to restore a well-used pock-marked original. Our new grilles are absolutely beautiful and indistinguishable from the Triumph originals.

870-000

\$459.95



Zymol Car Care Kits

Zymol is a complete and environmentally friendly automotive enhancement system of natural washing, cleaning, and feeding products. World-famous Zymol paste waxes are hand-crafted from a 115-year-old German carriage maker's formula, updated to be an entirely plant-based product. Zymol waxes contain no paint-killing petro-chemicals or abrasives, just all-natural nutritive oils and a high (37%) carnauba content for the absolute best protection and shine of any product on the market. "Introductory Kits" contain 5 oz. of Clear Auto Bathe, 5 oz. of HD-Cleanse (pre-wax cleaner), 6 oz. of wax, pre-wax applicator, wax applicator, and owner's manual. "Starter Kits" contain 8.5 oz. of Clear Auto Bathe, 8.5 oz. of HD-Cleanse, 5 oz. of vinyl conditioner, 8 oz. of wax, pre-wax applicator, wax applicator, special cotton towel, and owner's manual. Use "Crema" for light colored cars, "Carbon" for dark. Starter Kit, "Crema" 231-574 \$79.95 Starter Kit, "Carbon" 231-576 \$79.95 Introductory Kit, "Crema" 231-594 \$49.95 Introductory Kit, "Carbon" 231-596 \$49.95

TR2-3B Steering Wheels

Reproducing steering wheels worthy of your new restoration.

Non-adjustable	853-740	\$179.95
Adjustable	853-730	\$199.95



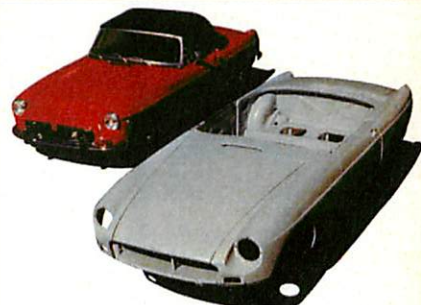
MGA Rear Fenders

One-piece, fully pressed steel fenders are back! Until very recently, the only new fenders available were hand-made from several different pieces welded together and more expensive than the new ones. These new fenders are beautiful, and fit perfectly. Flanges are gently scalloped as were the originals, and mounting bolt holes are present in their proper places. Taillamp mounting holes are not present, so these fenders may be used on all models.

R/H 456-710

L/H 456-700

\$529.95/each



1968-'74 MGB Bodysell

Only two of these are in stock, and it is unlikely that we will be getting more in the next two years. Buy one now to avoid future disappointment! Each of these British Motor Heritage bodysells comes with fenders, doors, hood, and trunk lid, all electrophoretically primed and sealed. (Shipping is by truck, freight collect.)

459-540

\$4750.00*

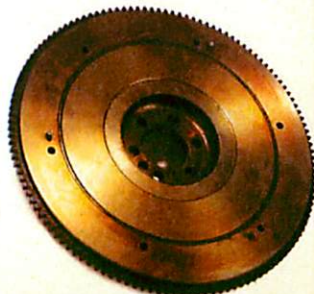
*plus \$500.00 crating charge

1968-'80 MGB Flywheel

Genuine O.E. flywheels for four-synchro cars.

460-685

\$329.95



MOSS MARKETPLACE



MGB Brake Pipe Sets

Steel brake pipes don't last forever; corrosive deterioration takes its toll, creating a definite safety hazard. An alternative is now available from Moss: English-made brake pipe sets of copper-nickel tubing which offers better long-term strength than steel, and has vastly superior corrosion resistance. The alloy used is equivalent to C70600 (90% copper, 10% nickel), as used by Voivo, Rolls Royce, Lotus, Aston Martin, Porsche, and Audi, so you know it's good. Pipes are supplied coiled, but are much easier to bend smoothly and correctly than steel. All pipes come with correct end fittings and flares, and are individually coded to the instruction sheet so there is no doubt as to where they fit on your car.

1962-67	182-998	\$73.95
1968-'74 1/2	183-118	\$74.95
1974 1/2-'78	183-128	\$74.95
1978-80	183-188	\$74.95



TR2-3 Replacement Starter

Any starter for these cars has been almost impossible to find in recent years. While these starters don't look original, they are completely remanufactured, upgraded and modified to produce more torque and much better reliability than the original units. Some of the internal modifications are so unique they were granted a U.S. Patent.

541-515 \$249.95



Union Jack Beach Towel

These bargain-priced, lightweight, 54"x27" novelty towels won't keep you very warm but may soak up the kind of moisture you collect while running around under one of those useless English Showers! At least the colors are right!

217-040 \$19.95

All prices in this section do not include shipping charges. Please refer to our current Price List for rates.



MG TC "Pewter" Sculpture

"Slow down, you're going too fast!" could be an appropriate motto to attach to this large (approx. 10") antique finished sculpture. Hand cast from pewter-toned resins, this model will attract almost as much attention as the real car.

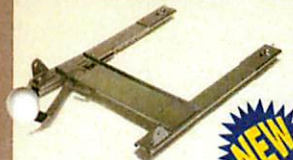
220-350 \$54.95



MG TD Leather Arm Rests

Leather arm rests were a popular period accessory, as they look great and improve the comfort of both driver and passenger. Trimmed in leather to match our Moss interior kits, and install in just minutes.

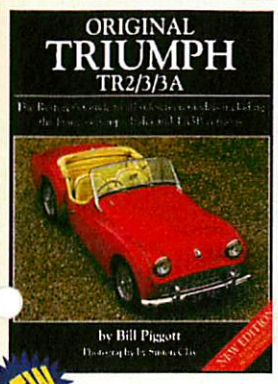
Red	245-015	Green	245-025
Biscuit	245-035	Black	245-055
			\$124.50



TR4-6 Seat Slide Assembly

Another great new item which hasn't been available for many years. Fits TR4 from approximately body #20877CT (tubular framed seats).

801-430 \$79.95



Original Triumph TR2/3/3A by Bill Piggott

If you have been waiting for another outstanding book on sidecurtain TRs from Bill Piggott here it is! Not content with his earlier success *Original Triumph*, which covered TR2-6, Bill Piggott has done much new research on the TR2-3B. Careful analysis of factory build records and other original material has produced much hitherto unknown information, making this book undoubtedly the most accurate and detailed account of these cars ever. Despite the title, the TR3B, Francorchamps, and Italia are also featured. The 240 beautiful color photographs of absolutely "correct" and original cars are of the highest standard, by Simon Clay, formerly photographer for the National Motor Museum at Beaulieu. If you buy only one book to help you with your restoration, this should be it (after a workshop manual, of course). Hardbound, 9 1/4" x 12", 128 pages. \$29.95



XK150 Brake Rotor

You made your car go, but will it stop? New brake rotors can help. These fit both front and rear.

011-875 \$139.95



Union Jack Mouse Pad

What better way to check out British web-sites than with a colorful and durable Union Jack mouse pad!

217-075 \$7.50



Union Jack Flag

Stake out your part of the Empire with a colorful 36"x60" British Union Jack. Made of light-weight polyester, and featuring metal grommets on the hoist, these are ready to display.

217-070 \$14.95



"Gambler" Straw Hats

Austin-Healey 218-738
Triumph Laurel Wreath 218-718
Triumph "Book Badge" 218-728



1962-'74 MGB Chrome Badge Bar

Display your badges proudly on this 3/4" diameter fully chromed badge bar from Moss!

244-120 \$64.15



MGB Maintenance Video
New to the MG "game"? This video is a must for any MGB owner who wants to learn how to do their own routine maintenance. You'll be taken step-by-step through important safety and reliability items which will keep your MG on the road.

211-070 \$18.95



Union Jack Playing Cards

Play your cards right with a deck of Union Jack playing cards.

217-080 \$3.50

Toll Free Direct Ordering from USA & Canada
800-667-7872
24 Hour Fax Ordering
805-692-2525
Customer Service
800-235-6954



MG Enameled Sign
Genuine enamel on a heavy steel backing make this octagonal MG sign a keeper. For damage-free mounting, there are four brass grommet attachment holes.

214-295 \$29.95



MGB 1975-'79 Ignition Amplifier
Original Lucas electronic ignition amplifiers, which mount on the distributor. We have found a small supply of these very rare units, and will not be able to get any more.

163-850 \$129.95

CLASSIC-FIED ADS

We Now Accept Credit Cards for Payment!

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the Winter, 1998 issue is September 10, 1998. Please send your ad, photo and remittance to: *Mass Motoring Classic-Fied Ads*, 440 Rutherford Street, Galea, California 93117. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

MG



1930 MG M Type Black fabric body/red wheels. Car number 2M2301. One of the finest available. Meadowbrook "Blue Ribbon" 1996 and AACA Grand National Senior awards. Correct UK license plate and tax disc. UK registration book and tool kit. Original owners manual. Only 57 miles since total restoration. \$35,000 (847)949-0205 Fax (847) 949-5412 or E-Mail MG.JACK@PRODIGY.COM

2 MGs. One 1974 White. One 1977 Red. Texas cars. Need work. 100K miles. Great for a hobby! Asking \$2,500 and \$2,000. Leave message. (608) 965-3123 TX.



1954 MG TF. Fair condition. Good top, upholstery and tires. Runs and drives great. Original owner. Drive it home for \$14,500 (409) 247-4206 TX.



1980 MGB Roadster. 13K orig. miles. Pristine, original condition. Gold/Blk. This one got away. Always garaged and covered. Lovingly cared for and driven by adult. This is a true classic that is show worthy. \$11,900 obo (703) 243-1039 VA.

1961 MGA 1600. Dove Grey-\$3,000 paint job. Wire wheels, disk brakes, recent restoration. Runs and looks terrific. Stored 23 years. \$8,500 (603) 744-8027 NH.
1976 MG Midget. Completely rebuilt, new tires, paint, interior, battery, CD player. Good body. Have maintenance records. Runs Great! \$3,400 (805) 898-0582 CA.
1971 MG Midget. Less than 5000 miles on rebuilt 1275cc motor. Newer tires, brakes, exhaust, battery. Many spare parts. \$2,200 obo (814) 337-4469 or (814) 333-1671 PA.
1951 MG TD. Blue, w/matching numbers. Runs great and in perfect cond. Owned since 1980. \$17,000 bo (800) 243-9774 CT.



1974 MGB Roadster and 1967 MGB GT. Rare matching cars in Aconite. Both redone throughout with new grilles, bumpers and air dams to look identical from head-on. Ideal cars for movie or TV production. Even for import to Europe where values continue to increase. Complete photo history of restorations carried available. \$18,000 for both cars. (619)-696-7496 CA.

1974 MGB GT. Urethane blue w/blk Moss int. Many new parts. Michelin tires. No rust. Runs excellent. Asking \$5,000 (813) 831-2384 FL.
1962 MGA Deluxe. Same owner for 32 years. Red w/blk int. Always garaged. Driven only in fair weather. In very good condition. Asking \$10,500 (815) 943-1528 IL.



1958 MGA Coupe. Over \$16,000 invested in restoration. Champagne paint w/burgundy leather int. Only 600 miles on restoration. Asking \$11,500 on rust-free AZ. car! (602) 821-2951 (602) 418-9939.

1963 MGB. Silver Gray. Needs loving home and restoring. Runs. New top. Extra body, motor, trans, wire wheels, and knock off axles. \$3500 obo. (316)584-6575, KS



1951 MG TD. Yellow with Red leather interior. Tan top, side curtains, blue-printed, show quality. 3500 miles. \$18,500. (401)942-1220, RI

1960 MGA Roadster. Needs body restoration. Engine rebuilt, carbs rebushed. Car is complete. New parts for restoration included. \$2600. Call for info and new and used parts list. (708)246-6925, IL
1980 MGB Roadster. Red, new paint, recent top, clutch, front end, tube shocks. Weber carb with headers. \$5900. (508)753-3565, MA



1954 MG TF. Beautiful recent restoration in 1998. Show car complete. All manuals and tools. 200 miles. Excellent running condition. \$24,000. (630)323-4968, IL.

TRIUMPH



1973 Triumph GT6 Mark III. Red w/blk int. Excellent condition. Show winner. Garage kept. Owner/shop manuals. Many extras. Asking \$5,000. (540) 659-5316 or e-mail rvhead@msinc.com. VA.

1975 TR-7. Fire engine red. 60,000 miles. Completely restored/new paint (no rust or dings). Runs great - ready to go! \$4,000 (860) 347-9834 CT.
1960 TR3A. Complete frame off rest. Blk lacquer. Leather int. Wool carpet. All canvases, side curtains. Chrome spokes and many extras. \$13,950 Ph(405) 755-2510 or Fx(405) 755-0894 OK.
1962 TR3B. Beautiful red. 47K original miles. One owner. Upholstery like new. \$13,000 (408) 659-4160 CA.



1954 Triumph TR2. Longdoor, Red w/blk interior. New paint and tires. Rebuilt carb, fuel lines, engine. Side curtains and lots of extra parts. \$18,000 obo. (405)942-3156, OK

AUSTIN-HEALEY

1956 Austin-Healey 100-4 BN2. Olde English white w/blk leather int. Photo documented frame-off restoration. Lucas driving lamp. \$22,500 (518) 561-4737 NY.
1967 Austin-Healey BJ8. British Racing Green with black interior. One owner since 1970. \$22,900. (402)483-4032, NE
1958 Austin-Healey 100-6. Very little rust. Complete car but needs total restoration. \$6000. (509)448-6642 evenings, WA



1967 Austin-Healey Sprite AN9. 90% complete on restore. Recent front end rebuild. Needs new seat covers and has mild rear eng. seal oil leak. Motor sound with new mounts. Runs. Asking \$3,500 (520) 565-3240 AZ.

1954 Austin-Healey 100. Excellent cond., body & running gear. 76 K actual miles. Needs top. Has all hardware. Stock W/Ws (trued). New uphol. & carpet. Spare parts - inquire. (805) 867-3501 CA.

OTHER BRITISH



1973 Jensen Healey Roadster. Ready to show or rally! Red with black interior. Rebuilt Lotus engine. Four speed. 46K miles. Monza exhaust. Sway bar. Top. Tonneau. Extras. \$6500. (909)596-3959, CA

1949 Jaguar Mark V. Four door saloon. Has large 3.5ltr eng. Is very rough, needs ground up rest., but is complete w/limited rust. Stored 20 years in garage. It may run! \$3,750.00 (860) 739-1923 CT.



1935 Hillman Aero Minx. One of only 3 streamlined two-seaters in the world! High points show car and winner. Excellent to drive. Very pretty. \$36,000 or part trade. (770) 214-1764 GA.

1961 Morgan Drophead Cpe. Body off rest. White w/red leather int. Blk fabric top. 60 spoke whls, disc front brakes, 10K miles. \$22,000 (209) 291-1212 CA.
1966 Jaguar 3.85. British Racing Green, new tan leather, air. Great shape and everything works! \$16,400. (402)483-4032, NE



Our Catalogs!

We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tips and hard-to-

find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from April 13, 1998 till further notice.) Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MKIV-1500, Austin-Healey 100-4, 100-6, 3000, Jaguar XK120-150 and Miata. Keep costs down, ask your sales advisor if you have the current edition of our catalog.

Technical Tips

(Continued from Page 23)

fill the shocks, simply remove the battery cover, reach underneath and with a suitable size wrench remove the filler plug. Should a larger hole be made the filler plug can be reached with a deep socket, thereby eliminating the need to remove the battery cover. Either way the shock can be filled from above with an oil can.

—Art Pfenninger, Amherst, New York

When traveling about to many events to proudly show off your car, washing it can be a real chore. Many of the larger events we attend have a wash station set up, but that is still not the complete solution. I have found that a collapsible bucket (canvas or plastic) found at most marine stores or better class hardware stores, suits the purpose admirably. The bucket fits in the trunk of an MGA or 'B and is ready for use instantly, plus I can keep my washing solution and washing mitt stored inside the bucket. If there is no hose set-up then I am able to carry water over to the car to help in the cleaning of it.

—Jeff Zorn, Farmington Hills, Michigan

BACKGROUND NOISE



This Must Be
The Festival
'Cause There's
700 Cars Here

Story by Robert Goldman
Photo by Jamie Pfeifer

Nearing the end of the preregistration period for our 50th Anniversary Festival I left town confident in the knowledge my guess of 450 registrants was solid and well in hand. The count stood at 360 and I would only be gone for a week. What could go wrong?

Upon returning from an relaxing event in the Poconos, I had complete confidence all was well...until our registration coordinator,

Kathi McCallum, mentioned pre-registers were over 500 and more were coming in at a rate of 25 per day. Oops, we weren't prepared for that many people. It was the time for all good volunteers to be taken advantage of.

First on the rack were our talented and badly overworked data processing crew. Mike Grant and Paul Christensen have designed a computerized timing and scoring system for the slalom. Proud of their achievement, they volunteered to run it. As Paul would say

"Big mistake." Along with course designer/announcer Jamie Pfeifer, they were asked to run the slalom for two days instead of one. "So what if the airport sits on a shade-free windy plain. Two days in a convection oven and you guys will be cooked to perfection!"

The body count rose. 120 out times for the TSD rallye may be enough under normal circumstances, but this is an emergency. Sounding like BMC management when they told MG to triple the production of Twin Cams, we told rallye masters John Self and Carl Grimm "As long as all those volunteers are sweating it out at check points in the middle of nowhere, why not make them stay an extra hour?" After all, its all for the cause.



Members of the Border League with captive. An exchange of prisoners was arranged, and all was well.

Moans and groans, but they stayed the course. Our next victim was the caterer. That poor guy, Mike Weld of Alexe's Cantina Restaurant here in Goleta had been contracted to serve food at two venues for two and a half days. A week be-

fore the event we changed that to three venues over three days. And by the way expect several hundred more folks than originally planned. Mike too came through in spades. The only serious glitch being a run on Newcastle Brown Ale at

First on the rack were our talented and badly overworked data processing crew.

the beer truck. This in turn led to a temporary shortage, thus causing a small riot. Well, not really a riot per-se. I just had to switch to Bass for a while.

Other events were similarly affected. The Wine Rallye was also extended from one day to two. Rallye master Garry Polled was heard gently explaining there was no point in sending cars out at 8:00am as the wineries themselves didn't open until ten. Michael Grant, our combination slalom time keeper and dart tournament organizer, had to expand the dart tournament elimination brackets until the chart on the wall of his office looked more complex than a wiring schematic of our Goleta headquarters.

There were additional acts of selfless heroism over the course of the weekend, but more on them in our full event coverage in the Winter Moss Motoring. I then am I able to talk about the event in my column? Simple. My article was due a month ago. I just never got around to writing it. As to the organization of things, perhaps next year our staff will all know better than to ask this expert for his attendance predictions.

easier freeway cruising and all.

I've also had some questions about suspension. My rule is fix the driver first. Here in California we have two kinds of roads - bad and worse. If you lower a car, the springs have to be stiffer. Considering the Spridgets tendency to bounce from bump to bump, my personal choice is close to stock. However, I am adding a panhard bar from Speedwell Engineering.

With wider wheels and modern sticky tires, suspensions are subjected to much higher loads than ever. John Sprinzel commented on this at the Festival. When he raced and rallied, he said they often used standard street tires. After several years driving modern sports cars, I can really feel the Midget's rear axle move around in the bends. Am I older and more conservative now? Who knows. I just want that axle to stay put. Contact Speedwell at 818-898-9151 for information about their panhard bars.

Project Midget Update

Good things take time. Since our last issue, the primary progress being made is in the Midget's new engine. I had asked Tom Colby if the motor would be ready for our 50th Fest. After calling the phone company to unstuck the laugh button on his phone, Tom explained Speedwell Engineering will deliver no motor before it's time. The way work has gone this summer I would have had no chance to install it anyway.

A couple additional updates. Mike Pierce asked if I intentionally butchered his name to keep people from bugging him about the new alloy Midget heads. No Mike, I misspelled your name because I tend to misspell most everything. Spelling checkers are great for regular words, but they lose steam when it comes to proper names.

We were lucky enough to have had

the first running prototype head on display at the ranch. It weighs only about nine and a half pounds and flows as well or better than some pretty expensive competition modified iron heads. Mike says they've also made a few less visible changes to improve combustion. I for one can hardly wait to try it.

Discussion of the transmission swap got a lot of feedback. For those who are interested, here's the scoop. The 5 speed is a Datsun 210 (not B210) transmission. They were made between 1979-'82. The conversion kit pieces come from Rivergate Restorations, PO Box 862, Soddy Daisy, TN 37384. Phone 423-332-2030. Bill Perry is the contact at Rivergate.

Bill has a brochure explaining the basic kit and it's options. There are no permanent modifications required. Cost is \$399 plus options. I have not yet done the installation on my own car, but I have driven a converted Sprite. It was a whole new car, better spaced ratios,



A HALF CENTURY OF MORRIS MINORS AT BLENHEIM PALACE!

Story by Rick Feibusch
Photos by John Quilter

The Morris Minor Owners' Club hosted THE big Anniversary bash at Blenheim Palace in England during early June. The event attracted Minors and Minor owners from around the world.

American Minor Registry member, David Saidel, said "There is no adequate way to describe the event! Imagine yourself in a dream where everywhere you go there is a Morris Minor staring at you. All shapes, sizes, model years, colors, original cars and some in-between. I dare say one will never see anything like this again in a lifetime!"

Over 2600 cars were registered for the event and were organized into different areas such as by Club Chapter, A Concours, Minor Millions and Police Minors. The remainder of the

display were parked row upon row— an endless sea of bull-badged beauties. There was also a further 800 Minors parked in the camping area adjacent to the main field and even more in the car park! It was difficult to establish an overall figure due to the comings and goings of the cars but the total over the weekend seems to have

been some 4000 plus cars attending this massive event!

Of course, there were vendor stalls both from the larger concerns and the smaller outfits who had parts and memorabilia for sale. British Motor Heritage erected a large stage and display and the highlight here was the very first Morris Minor off the assembly line fifty years ago! Also on hand was Jack Daniels, the Chief Design Engineer on the Morris design team who talked to the horde of enthusiasts eager to learn about the early days working with Alec Issigonis, Len Lord and of course, Lord Nuffield. Mr. Daniels seemed deeply moved by the turnout of people who think so much of his work on the British "People's Car".

Lots of good English food complemented the cars such as traditional fish and chips, sausage sandwiches and good English beer! Eighty-five members from the American Morris Minor Registry attended the celebrations while the Dutch Morris Club filled a ferry boat with 94 cars and sailed across the Channel to the event!

All in all, a memorable Fiftieth Birthday for the Morris Minor!

(More pictures of the event are available on line at <www.morrisminoroc.uk>—Ed.)



WAKE UP, MAGGIE!

Continued from Page 19

a bit (don't leave your driveway unless it's insured!) and give your clutch, transmission, and rear axle the same healthful exercise. Pump the brakes a few times to make certain the calipers and wheel cylinders don't rust in peace. Due to fuel system problems I wasn't able to start my Model A for several years, so I took out the spark plugs, squirted oil down the cylinders, and turned it over with the hand crank instead. This seemed to do the trick, as it started fine when I finally had a long enough vacation to fix the fuel system. (I learned the value of turning the engine over periodically the hard way, when I stored my Model A for a few years without exercising it and then had to pull the head to free several stuck valves.)

How did my MG fare after nine years of storage? The opportunity to take it out of storage came unexpectedly, so I had little time to prepare. I checked all the fluid levels, gave the batteries as much charge as they would hold, checked the lights and turn signals and jumped started it off my wife's car. A couple of day's driving in the local area convinced me it was ready for the trip, so I drove it from Michigan to Georgia. The drive proved to be thoroughly enjoyable, and the only unexpected event was that I got 34 mpg while more than holding my own with 70 mph interstate traffic. A quick wash job after we got home (it was, after all, overdue according to my five-year-plan) and it was ready to drive to work the next day!

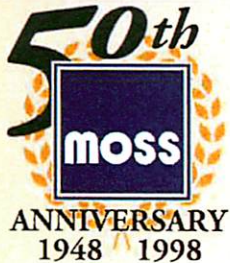
Check out the

BUMPER TO BUMPER

AND EVERYTHING IN BETWEEN

SALE!

starting in the center
of this magazine.



Moss Motors Ltd.
440 Rutherford Street • P.O. Box 847
Goleta, CA 93116

Dated Material - Please Rush
ADDRESS SERVICE REQUESTED