



MOSS **MOTORING**

A Visit to an Octagonal
Treasure House!

Plus:

Still Triumphant—
Paul Richardson
Joins *Moss Motoring*

Winter, 1999

Volume 18
Number 4

MOSS

British motoring events

MARCH, 2000

12 All MG Car Day, Phoenix, AZ, (602)439-1142

APRIL, 2000

14-16 MG Gathering of Faithful South, Mt. Dora, FL, (407)860-4577
7-9 North/South MG Meeting, Santa Maria, CA, (805)736-6362

MAY, 2000

6-7 Moss Motors British Extravaganza, Buttonwillow, CA (800)235-6954
6 Moss Motors Britfest, Horseshoe Lake, NJ, (800)431-2496
20-28 4th Annual British Car Drivers' Week, <http://members.aol.com/Trmgafun/britishcarweek.html>
21 British Car Meet, Richmond, VA, (804)527-1515

JUNE, 2000

8-11 MG GoF Mk 69, Rutland, VT, (909)851-3030
15-18 MG 2000, Cleveland, OH, (330)678-9394
9-10 Heartland MG Regional, MO, (785)267-6033

JULY, 2000

12-15 Vintage Triumph Register Convention, Richmond, VA, (804)527-1515
24-28 Austin-Healey Rendezvous 200, Ocean Shores, WA, (360)876-8236

AUGUST, 2000

6-10 Austin Healey Conclave 2000, Indianapolis, IN, (317)773-8676
17-19 Abingdon MG Summer Party, Abingdon, IL, (847)658-2364

SEPTEMBER, 2000

10 Battle of the Brits, Sterling Heights, MI, (810)979-4875
21-24 MG GoF Mk 70, Rochester, NY, (909)851-3030
30-Oct 1 Battle of Britain 2000 / Wings & Wheels, Santa Monica, CA, (800)235-6954 ■



We are proud to bring you one of the most comprehensive listings of British car events taking place during 2000. 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 December 1, 1999.

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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:

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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. You can also e-mail your contributions to us at moss@mossmotors.com. 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
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\$80.00 GIFT CERTIFICATES
Book Reviews, Club Article Reprints (humorous or general interest)

\$35.00 GIFT CERTIFICATES
Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)

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Cover

We're happy to welcome Paul Richardson on board as a regular contributor to *Moss Motoring*. Paul's father, Ken Richardson, was a test driver for Standard Triumph and helped develop the TR3. Photo by Dave Destler.



I have been ordering MGA parts from you (and Triumph before that) for over 27 years so I've seen most of the 18 volumes of *Moss Motoring*. The latest issue was the best yet! Numerous interesting, new, and informative articles and your timing was good for Father's Day too!

—Dave Quinn, Jackson, MI

Moss Motoring is a real delight, especially to someone like myself who has once again acquired a 1960 MGA to replace one that was destroyed in a serious crash in 1962...dissipated youth and all that!

I enclose a photograph of my fully restored pride and joy that makes me feel young again, but not stupid! Silly maybe, as I struggle to extract my considerably expanded girth from a cockpit that surrounds me with its Spartan elegance, and shows me what classic motoring is really like. I waited almost 40 years to get back into an MGA. Too long...much too long!

My wife, Evelyn, is also getting into the spirit of MGA motoring and we are enjoying an excellent summer of driving the many scenic roads in beautiful British Columbia and Washington state. And yes, we've already redeveloped the habit of waving and flashing our lights at kindred spirits on the highway. Somehow it seems to be the natural thing to do!

—Dr. Alan Markin, Pendleton, BC

I want to take this opportunity to tell you how much I enjoy *Moss Motoring*. I look forward to every issue and read it cover to cover.



Allan Markin's MGA

Allan Markin

4 ■ MOSS MOTURING



Joy Sampson's Midget

Can I also add my meager thoughts on the subject of *What is a Sports Car?* I have owned many cars in my life and they all had the basic function of getting me from one place to another. But which ones were sports cars? I offer some suggestions which might shed some light on deciding...

1. If you are with a bunch of friends and someone says, "Hey, we are out of chips (or drinks, or food, or whatever)!", do you say, "Let's go! We'll take my car!"?

2. Do you find yourself personifying your car; even so much as talking to it? Like recently, when I was on an extended trip and the fuel gauge was on empty, "OK Betsy (my Sprite's name), just a little further, there must be a station nearby..." (and there was!).

3. Which car is it that you would prefer to drive...to work? ...to the mall? ...to the grocery store? ...to the Autocross?

The last one is a loaded question and I think it gets right to the heart of the issue. If you enjoy driving your car, it is a sports car. When the joy stops, the car is a tool; a thing that transports you. I think that's why sports cars come in so many sizes and shapes. A car becomes a sports car because of the driver's attitude—not what it is or how it performs! For example, my brother is a Corvette enthusiast (poor fellow!) and my wife loves her Sunbird. Which one is the sports car? As long as both of them have fun, both are sports cars! The common thread is that when we are in our sports cars, we all *know* that we will enjoy the drive and we hope to enjoy the trip!

—Glen Alois, Wichita, KS

I just wrote to say thanks. Here is a photo of my 1975 MG Midget restored thanks to your wide selection of parts, and the awesome technical advice given me from your tech department. Without you, Moss guys and gals, this project would've been finished before it ever got started!

The Midget was found in a barn in Tennessee where it had been home to a family of raccoons and mice for eleven years and was a real mess! But look at her now, thanks to you people!

Can I get a plug in for my web page which is a free British parts location service? People send me e-mails with their requirements and I get them the part number, the price and give them your toll-free number. I also have a web link on my page that takes users right to your website! I can be found at <http://members.aol.com/ravenmg9/index.html>.

Thanks again Guys and Gals, couldn't have done it without you!

—Jay R. Sampson, Kenosha, WI
(please turn to page 29)

CHANGES!

Here let it be told the short history of Moss Motors' ownership. Founder *Al Moss*, a man of vision and the driver of a 1948 MG TC. Owner number two: *Howard Goldman*, also a man of vision, and driver of a 1948 MG TC. Owners number three: a partnership consisting of myself and *Glen Adams* and while it may be true that I drive a '64 Midget with flames on the hood, as it says on the cover of Douglas Adams' *Hitchhiker's Guide to the Galaxy...Don't Panic!*

Glen is our President and CEO. He started in the warehouse and has worked his way up, along the way taking time to earn an MBA from Pepperdine University. Don't look for major changes in the way we do business. Our management team has been carefully assembled. Our mission statement, the result of many years evolution, is and will remain unchanged. WE CATER OUR SERVICES TO AUTOMOTIVE ENTHUSIASTS. Period.

Having myself started in the warehouse before I could drive, this is not the culmination, but rather the beginning of a long held dream. In what other industry does company business require driving classic sports cars to vacation destinations?

Much of our past success is attributable to the combination of talents guiding the company. The history of the British aftermarket in America is a study in hobbyist business. A talented hobbyist with a good idea can grow his business to a point, but ultimately it takes professional business controls to remain viable and continue to grow. A lot of good companies foundered when ideas outstripped resources. Glen and I combine creative and business talents in a complimentary fashion.

Looking to the future, we have begun a program of diversification. Our Miata accessories program, now five years old, has helped provide much needed revenues to continue manufacturing obsolete British components. In a classic example of everything old being new again, we are now also selling supercharger kits for modern import performance cars. Classic names like Shorrock, Marshall Nordek and Judson have given way to Eaton and



Jackson Racing, but the core values of our modern supercharger program still revolve around sports cars enthusiasts.

While some have accused us of being faceless, in a personality driven industry, we have quietly maintained the sound business practices which help ensure long term success. So, will we abandon the British market in favor of new-found opportunity? NO! We are America's oldest and largest British Car specialists. When the dust settles, many years from today Moss Motors will remain a pillar of our British car hobby.

As for Glen and I, no doubt we will someday be replaced by the owner of a classic GM EV1. You know, "they only made a few of them than electric wonder cars", and most were long ago recycled into artificial trees!

—Robert Goldman ■

CONGRATULATIONS TO OUR CONTEST WINNERS!

Well, we had quite a few correct solutions to our crossword, although we must admit that clue #34 across was a little ambiguous! The answer could be given as either "slipped" or "scraped". In the event, the first correct entry drawn from our Castrol prize drum was from John Groves of San Francisco, California. John will be receiving a \$25 Moss gift certificate for his effort.

The Mystery Car in the Summer issue of *Moss Motoring* proved to be quite a problem—Not only for our readers, but also for us here at Moss Motors, and the folks at the National Motor Museum at Beaulieu! The car which currently resides in Texas and belongs to Brian Collins of Southern Motorsports has definitely been identified as a Jensen of one kind or another. Brian told us that the car was represented to him as a Jensen Interceptor from the 1967-'68 period. Here at Moss we weren't too sure, so we contacted Michael Ware, a director at the National Motor Museum, to ask his opinion.

The consensus after all things were taken into consideration was that it was definitely a Jensen Interceptor. Here are some comments from our very knowledgeable readers...

"A Jensen—Probably from late 1954 as earlier Jensens had bonnet chrome and two less vents in the front."—*Marc Steer, San Diego, CA*

"1953 Jensen Interceptor—The '53s had the parking lights on top of the fenders."—*Matt Weaver, Harrisburg, PA*

"A 1948-'56 Jensen 540 powered by a 4 liter Austin engine with 4 speed O/D transmission. Only three left hand drive cars were built and I owned one!"—*Gene Reddick, McMinnville, OR*

and finally, from *George Waltman of Long Valley, New York*, "The car is a 'Type A' Skoda GT Corsa, raced at the Grand Prix du Roc by Anzio Nuolini and co-driver Peter Rustinorff!" (*I don't think so George...Sorry!—Ed.*)

Everyone who answered Jensen Interceptor 1948-1954 was placed in the draw and the winner pulled at random was C.E. Steeger of Las Vegas, Nevada who will receive a \$25 Moss Gift Certificate. However, we still have not been able to positively nail down the year of the car but as we receive further information we'll bring it to you. Thanks for all your submissions! ■

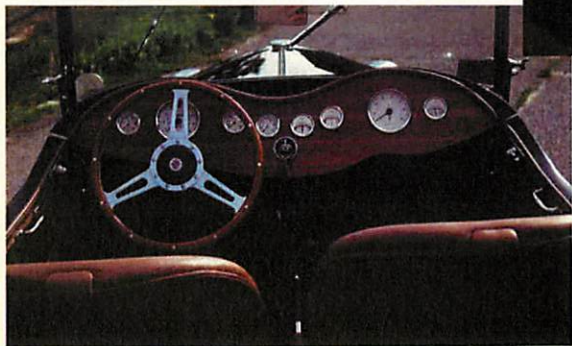
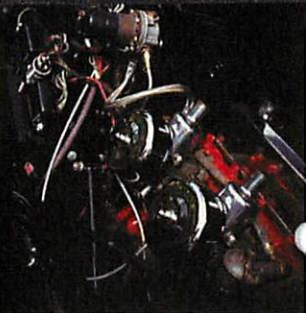


Photos by Harry Newton

A TALE OF TWO TOURERS

The term "four seat sports car" comes dangerously close to being an oxymoron. Nevertheless, the reality is that some enthusiasts can only participate in motorsports, even as spectators, if they possess a means to transport a family comprised of Dad, Mum and the oft-quoted, but statistically improbable, one-point-five offspring. In the years just before and just after WWII, the auto industry, particularly the British, offered just such a body style. The "Tourer", as it was labeled, had a sports car-like appearance; with folding top, side curtains, cut down doors, and even a folding windscreen. Of necessity, the

"Painted black, with a luggage-tan leather interior and beige canvas, Henry Herrmann's MG Y probably deserves its designation as the 'world's best' example."



tourer stood a bit taller than its sleeker two passenger brethren. Tourers covered the full price spectrum, from Bentley, Lagonda, Invicta and the like at the top of the market to Singer, Hillman, Standard and MG in the popular price segment. I particularly recall several Singer Tourers giving a good account of themselves in the early days of SCCA competition. The MG Y Tourer appealed to me in 1950, and is even more suitable today now that in my arthritic seniority, I find it virtually impossible to get into or out of the true sports car.

So, while visiting Bruce Amster's Hyannis Restorations on Cape Cod a few months ago when I discovered a magnifi-



cent MG Y tourer, I begged for a photo session and an history update. Bruce willingly complied, even arranging for an interview with the car's justifiably proud owner. With Bruce furnishing the logistics and Henry Herrmann, the car's owner, supplying the actual vehicle, Cape Cod proved a spectacular and appropriate venue for the photo session. This assignment also served as an excuse to spend some time with my old friend, Roy Bamford and his delightful wife, Kate. Some readers may recall Roy as Aston Martin-Lagonda's marketing director in the James Bond glory-days.

"Rear tonneau mounted Brooklands-type windscreens give this 1937 Jensen a sporting appearance, accented by the red-painted wire wheels..."

Painted black, with a luggage-tan leather interior and beige canvas, Henry Herrmann's MG Y probably deserves its designation as the 'world's best' example. Bruce and I talked with the owner about a half-dozen subtle modifications that are hardly noticeable at first glance. A handsome wood-rim steering wheel has been fitted, and the dashboard has been made more elegant with a nicely grained veneer into which a more complete set of Smiths gauges have been mounted. These include a voltmeter and oil temperature gauge, all nicely matched and looking very OEM.

On top of the driveshaft tunnel, just 'ft of the gear lever, is a turn signal lever, 'trafficator' in the Queen's English!), that has been re-wired to flash the parking and taillamps rather than the semaphore-type flippers of the period. It's a great enhancement in real world terms. Similarly,

fitment of a few power increasing modifications also makes the car more enjoyable, though it probably never will appear in a drag race. Personally, I would have preferred convex lenses for the fender-mounted Lucas mirrors rather

operate the wipers manually in the unlikely event that the car ever is caught out in the rain.

Our second example of the Tourer body style dates to the days just prior to WWII. An early British-American hybrid, most Jensens of the 1930s were powered by Ford V8-60 engines that had been 'improved' to put out somewhat more than their anemic original urge.



than flat glass, but that's easily put right if one so chooses.

Two other modifications are worthy of note. The ultra-safety conscious owner, fearing impalement, has had the steering column re-engineered to collapse in the event of a head-on collision. The seats also have been altered in the quest for safety; anchored to a steel reinforced, wood floorboard and fitted with Connolly-leather trimmed headrests that compliment the traditional MG interior. Purists will appreciate the unobtrusiveness of this provision, a characteristic of all the custom features. This also applies to a final pair of modifications, so subtle, at first they went unnoticed. First is the absence of the usual header-mounted windshield wiper motor, another collision-safety related decision of Mr. Herrmann; he or a passenger, can

A few were built with 6 cylinder Nash engines. Particularly impressive was the style and quality of the Hyannis discovery, features that are reinforced by superior hardware throughout.



Rear tonneau mounted Brooklands-type windscreens give this 1937 Jensen a sporting appearance, accented by the red-painted wire wheels that compliment the car's red leather interior and ivory exterior. Like other Jensens of the period, this car features hand-crafted aluminum bodywork and a Columbia two-speed rear axle. Among its celebrity owners were actor/auto enthusiast Clark Gable and Edsel Ford, the style-conscious son of Henry Ford.

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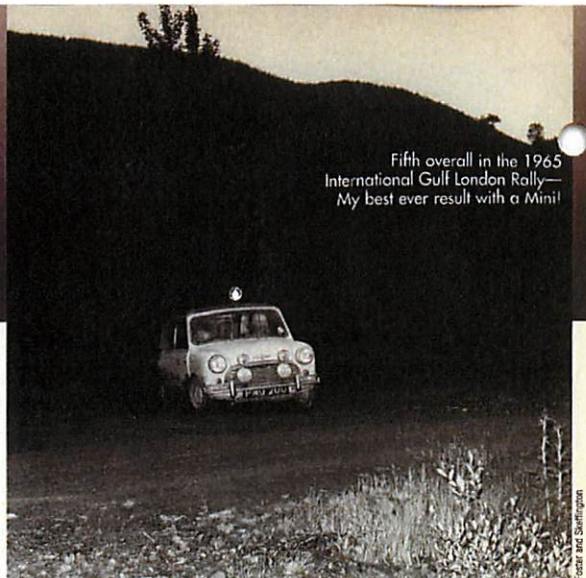
Sprinzal Speaking

John Sprinzal



LEFT—RIGHT...!

People keep on telling me that Brits drive on the "wrong" side of the road! Do they tell the Indians, Kenyans, Ugandans, Japanese, Aussies, Kiwis, and lots of others the same story? Let's get the facts out there. In the days when men rode horses, they carried their swords in a scabbard on the left. If an approaching rider seemed to be a threat you drew your weapon, mostly with the right hand, and could fight on the right side, clear of your horse.



Fifth overall in the 1965 International Gulf London Rally—My best ever result with a Mini!

Photo and Sharrington

So it made a lot of sense to 'drive' on the left. 'Course, nowadays, if someone gets in a state of road rage, I suppose it's immaterial on which side they point their Glock or Smith and Wesson.

In the days before Sweden switched from the left to the right-hand side of the road, I remember crossing the border between Norway and Sweden and finding drivers changing sides as they entered the next country. Now THAT did provide everyone with

a few moments of panic and extreme concentration!

Left Foot Braking

We hear a great deal about this go-faster technique, and although I have never even considered it for a rear wheel driven automobile, there are a number of solid reasons for braking with the left foot on a front wheel drive vehicle. Driving quickly with Mini Coopers, and the big Austin 1800 on snow, gravel, and other slippery surfaces, it was soon evident that hard application of the brakes tended to lock up the front wheels. Once locked you obviously could no longer steer the car, and violent understeer (or push) tended to send you straight off the road and through the nearest hedge. The Scandinavians had developed the technique of keeping the accelerator pressed while dabbing the brake pedal with the left foot. This allowed you to continue steering with unlocked driven wheels, because the undriven and now lightly weighted rear wheels locked beginning a rear wheel slide, which enabled far faster and safer cornering. On rallies of the fifties and sixties, the route was far less practiced and 'pace notes' were still very much in their infancy, so the tendency was to approach every corner at a slightly higher speed than appeared safe. Most corners are fact, faster than they appear, so this technique produced quicker times through probably nine out of ten corners. The tenth provided that moment of panic and muscle contraction, resulting in some wild

wheel wagging, hedge bonneting, and ditch 'wall of death' escapades, until the left foot braking technique was applied. A quick dab on the brake pedal with the left foot, instant rear-wheel locking and a change to oversteer would bring the car safely and quickly around the corner.

As top Mini Cooper works driver and 1965 European Rally Champion Rauno Aaltonen pointed out, this style of driving took a long time to master. He frequently joked that if a rival seemed to be almost beating you, you had to teach him left foot braking to slow him down for the rest of the season! The other big problem was in overuse of the technique, which resulted in very rapid wear of the front disc pads.

The first time I ever really used left foot braking was on the 1965 Monte Carlo Rally where I was driving a Press-entered Austin 1800 with fellow journalists Tommy Wisdom and Courtney Edwards. It was a year of bizzards, and only ten percent of the 350 entries made it to the finish to qualify for the sensational 500 kilometer mountain circuit in the icy mountains behind Monaco. From the first patch of ice, I realized that stopping and cornering in this rather overweight sedan was going to be beyond my normal skills, and I started to dab at the brake pedal with the left foot in order to maintain some degree of control. While it worked like a charm and we were one of the lucky qualifiers, it wasn't long before that horrible metal-to-metal sound accompanied by nasty brake smells, indicated a change of pads was necessary. My pal, John Fitzpatrick, a very well-known race car driver, was in a similar car with two TV executives and he too ran out of pads. In his case he slid down quite a nasty ravine when the brakes failed, whereas I merely thumped the parapet of a stone wall and managed to stagger on to the finish. Bear in mind that this is a cornering technique and for normal braking the right foot is used to bring the car down to the desired speed.

To discuss left foot braking on a rear wheel drive car, I have to quote Rauno from an article which appeared in *Safety First*...

"Normally, just before a corner you must get the car to drift slightly—and I mean slightly—as opposed to going too much sideways. Let us say the car has neutral handling. By putting full power on before the corner you have it drifting slightly with the tail out a little. If you now find you have estimated the speed wrongly and the tail is going out more, you correct by steering the opposite way, but you will soon come to the full lock position and you cannot correct any more. The car will be starting to spin. Now this is where you use the



left foot instead of the steering wheel. Just before you reach the full lock position, and still keeping the power on to the rear wheels, you hit the brake pedal quite hard with your left foot. The front wheels lock and slide, so the front of the car comes back to the right direction for the corner.

Another benefit with this technique is that quite often the inside rear wheel starts to lift. If you have no limited slip differential, this wheel will immediately start to spin and you will lose all driving power. By using the left foot on the brake you can stop the inside wheel spinning and make more torque go to the outside wheel."

One very important thing to remember is that these techniques are not for the open road, they take a great deal of practice before you can become skilled and as the product ads always say—DO NOT TRY THIS AT HOME!

The Pendulum...

Another method used by many of the top rally drivers to improve their cornering ability was to 'lose' the back end of the car on the final approach to the corner by giving a quick flick of the steering wheel in the opposite direction to the bend.

Immediately, the wheel is flicked the opposite way and the car now quickly oversteers the other direction, enabling you to take the corner with a minimum reduction of speed. Top drivers like Roger Clark and Vic Elford were a delight to watch using this style of driving, but purists like Surling Moss, were always against what they thought to be a very unidid form of cornering. Surling preferred to be much tidier, braking far into the corner and relying on his superb car control to get safely around. When all seems lost there is always the handbrake. If you have taken the precaution of fitting a fly-off type of handbrake lever, a quick tug combined with the appropriate angle of steering will serve to induce the degree of oversteer which will keep you out of the ditch or wall. Incidentally, use of the handbrake is a wonderful skill to develop by practicing in deserted car parks and the like, in order to provide very rapid changes of directions for those gymkhanas which feature in so many club events these days. Also with the advent of winter I thought a bit of info on this technique might avert a shunt or two!

John Sprinzal



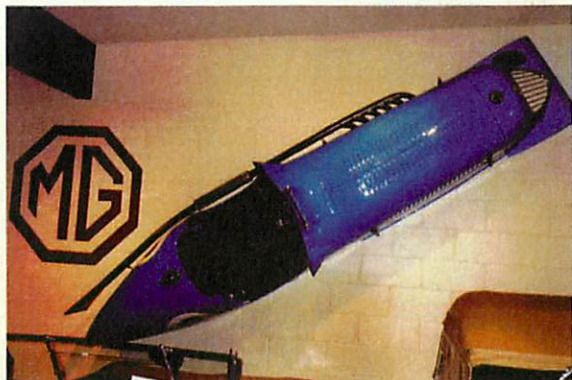
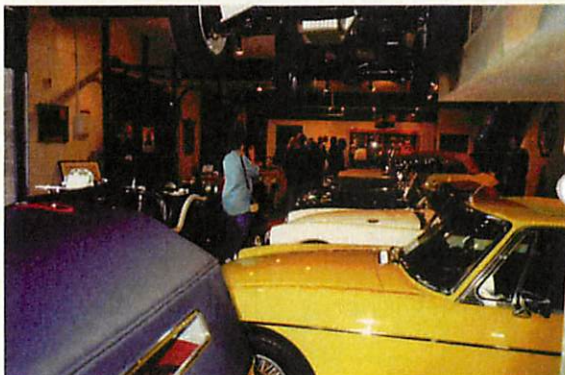
Pride of place in Peter's collection must go to the 1933 MG K3 which was found after a twenty year search. One of the 25 K3s remaining, and bearing chassis #006, it is the eighth one of these fabulous cars built (the first two were prototypes). With Eddie Hall at the wheel, the car won the BRDC 500 at Brooklands in 1933 averaging 106.53 mph. The winner at Indy the same year averaged some two miles an hour slower! Shown at the prestigious Pebble Beach Concours in 1990 the K3 was rewarded with the Beaulieu Trophy.

Hanging on the wall behind, we spotted a 1937 K3 Monoposto shell which was built by the same people who built the famous ERA bodies, but our eye was quickly caught by what your scribe considers one of the most beautiful MGs ever made—an elegant 1936 PB Airline Coupe with an Allingham body!

THE WELCH MG COLLECTION

Story and Photos by Ken Smith

On our recent trip to "MG '99" in Vancouver we were privileged to visit with Peter Welch who has assembled a private collection of MGs—the condition of which has to be seen to be believed! I have seen many collections of automobiles, including other MG museums, but I have seldom seen a selection of cars which have been so lovingly or correctly restored to the highest standards (other than the Schlumpf Museum which I visited some years ago).



Another desirable Abingdon product we saw was the 1932 F1 Magna with a body by Stiles and having the most unusual single 'dickey' seat at the rear. Behind and hailing originally from Scotland, the elegant and beautiful Charlesworth-bodied 1936 MG SA epitomized the upward mobility of MG owners in the period immediately preceding WWII, when MG competed with Jaguar for the luxury end of the market.

Other pre-war MGs among Peter's treasures include a 1932 M-Type (the one with the spindly two bearing crank) and one of my personal favorites (because I once owned one) a 1932 J2 Deluxe which emanated from Belfast, Ireland to Canada. A Tickford-bodied TA circa 1939 built on a 1938 chassis came into the collection from Toronto and its successor on display is a local Vancouver car—a 'TB' of 1939 vintage.

Look up and see the chassis of a 1953 TD hanging from the ceiling to complement the 1952 MG TD on the floor—the car with which Peter began his MG collection.

Post-war octagonal representation saw us looking at a 1959 MGA Twin Cam, one

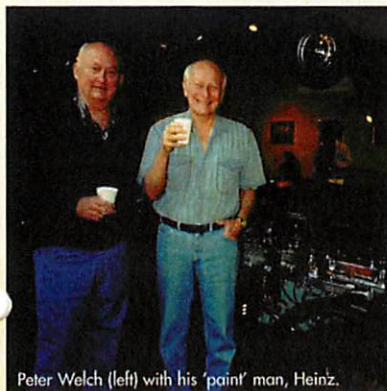
"Hanging on the wall behind, we spotted a 1937 K3 Monoposto shell which was built by the same people who built the famous ERA bodies..."



of 2111 built and in superb condition, while the 1973 MGB/GT we admired was somewhat unique in that it was built for the Swiss market and had several significant differences from the US/Canada 'B/GTs. Completing our tour of these fine cars we admired the 1949 MG Y1, one of 877 manufactured (see *Full Chat* earlier in this issue), and the Bertone-bodied 1954 Arnolt TD which is Peter's most recent restoration.

Situated all around this magnificent collection of MG cars is a wonderful display of MG artifacts, memorabilia, books, badges, models, and old racing posters—a delight for any MG enthusiast to observe!

We should point out that this particular MG collection is private and is not usually open for public viewing. We extend our sincere thanks to Peter for allowing us to visit his octagonal 'Aladdin's Cave' and for being such a genial host during our visit. ■



Peter Welch (left) with his 'paint' man, Heinz.



Still Triumphant!

Paul Richardson



We are delighted to welcome Paul as a regular contributor to Moss Motoring. The son of Ken Richardson, renowned Triumph works competition driver, Paul has visited these shores on several occasions and we hope to welcome him back soon from his homebase in England. In the meantime, enjoy his unique stories told in his inimitable style, of the early days of Triumph and other British classics!

Since being invited by your Editor to write a regular column in *Moss Motoring*, I have been wondering how to introduce myself, and what to write about that would interest both Triumph and MG enthusiasts. After some thought I finally decided to relate some of my earliest experiences with motor cars to give readers an insight into my background.

From an early age I'd grown up with racing cars. In addition to my regular visits to the ERA/BRM workshops in Bourne when only a small boy, I often watched my late father testing ERAs and the V16 BRM at Folkingham Airfield, the test circuit eleven miles from my home. Armed with my favorite corned beef and tomato sandwiches and a bottle of pop I would be taken to Folkingham by my Dad or sometimes by my late Godfather, Raymond Mays, in one of his famous Bentleys. I still have crystal clear memories of those marvelous, exciting days and the broken silence when the V16 engine fired up with an ear-shattering scream, as my father began another day's testing. Above all else it was the scream of the V16 and the intoxicating smell of alcohol fuel and Castrol R that was to draw me, inevitably to motorsport.

I was ten years old when Ken took his first 'competition' TR2, MVC575, to Jabbeke in Belgium to achieve the 124.095 mph speed record for two liter production sports cars, and I naturally became a

Triumph fanatic thereafter. I have vivid memories of learning to drive in some of Ken's competition cars (without his permission!) by maneuvering them up and down our driveway and, when the coast was clear, on the country roads near our home (all highly illegal!).

From my early teens I was always tinkering with engines, and developed a powerful passion to work on racing cars. Luckily for me there were plenty of people in and around Coventry who owned racing cars. For example, "Soapy" Sutton the works Jaguar test driver lived next door to us, so I experienced many trips in experimental Jags. I also would cycle miles just to be near a competition car and would offer to help out doing any menial task that was required.

There was a particular racing car called the "Djinn" that was to play an incredible part of my pre-apprenticeship days. It was the last of three single-seater hillclimb specials built and raced by the late Rupert Instone M.B.E., who lived 300 yards from us in Coventry. 'Roop', as we called him, was a close friend of Ken's from the war years and owned 'Earlsden Engineering', a well respected precision engineering business in Coventry. Roop was one of the most priceless and lovable characters I've ever met. The Djinn was powered by a supercharged JAP engine and had no differential because Roop thought that having a 'diff' was cheating! I often helped him prepare the Djinn for the many hillclimbs he took part in at Shelsley Walsh, near Worcester and what fun those days were! The car ran on alcohol fuel and because of several hilarious incidents Roop had in his racing days, I've decided to include one that always amuses me.

One Sunday morning, Roop found an old rusty tin of racing fuel (ever known as "hang" water!) in his garage. He opened the top and the contents seemed to start moving and changing color in a most threatening manner. He gently replaced the top and walked 'round to our house where he said to my father (who was wrestling with a boiled egg and a hangover at the time), "We've got a problem mate." He explained his experience to Ken who

said, "I've not got a problem Roop because the tin's not in my garage!" Eventually Ken walked 'round to Roop's house to inspect the tin, with myself as an interested bystander.

The fuel mix in the tin had long been forgotten, but Ken detected 'ether' which is highly volatile and he became nervously suspicious of the other fuel components. Panic broke out when Roop's wife, Freda, walked into the garage with a lit cigarette in her mouth! Eventually my father persuaded Roop that the safest thing to do was to gently (some racing fuels can be shock sensitive) tip the contents of the tin into a bath full of water to denature it. Roop agreed, and deciding to do the necessary later, enjoyed a couple of pink gins with Ken on the patio.

The explosion happened the next morning! Roop had decided, in his wisdom, to tip the contents of the tin directly down the roadside drain outside his house. Ignition was caused by the unsuspecting mailman, who casually flicked his cigarette butt down the drain as he pedaled by on his push bike! The explosion woke Lewis Dawtrey (a senior engineer at Standard Triumph who lived opposite Roop) and just about everyone else in our road! Roop related later that, after he had given the scorched postman a cup of hot, sweet tea and had levered the drain cover back, he advised him to take the matter up with Coventry County Council, as the incident had doubtless been caused by methane gas due to rotting vegetation in the pipeline!

"Ignition was caused by the unsuspecting mailman, who casually flicked his cigarette butt down the drain..."



Ken Richardson of Bourne, was chief mechanic and test driver with E.R.A. and BRM. Ken did almost all the prototype testing with the first Mk1 V16. He is seen here testing the V16 at Monza, driving through the Lesna Bends (circa 1951).



After leaving school in 1959 I started my apprenticeship at S. H. Newsome and Son, the main Standard Triumph and Jaguar distributor in Coventry. Coincidentally, 1999 is the fortieth anniversary of the year when I first started work, and also the fortieth anniversary of the launch of the *Triumph Herald*. I have many memories of the dear old *Herald*, mainly due to the mechanical problems the car suffered and all those darned water leaks!

Like any new apprentice in those days, I traditionally was given the lousy jobs like cleaning down parts or fetching things from the stores for the shop mechanics. There were, I remember, a multitude of very useful 'service items' for budding mechanics to obtain—until they knew better—including tins of high voltage ignition sparks, high and low compressions, differential amperages, clutch slips of all sizes, piston ring gaps, striker plate clearances, sump suckers, crankshaft glue, and manifold vacuum! 'Special tools' included a carburetor tuning fork, a piston slap diffuser, a radiator matrix gauge, a push rod puller, a double-acting flyback ring remover, a swingle tree countershaft, and the piece de resistance, an item of electrical test apparatus ever known as a 'control box positivity amplitude and flashback detector'!

In those happy days I worked on all the Standard, Triumph, and Jaguar cars in production at the time, including, of course, sidescreen TRs. There were also plenty of Mayflowers and 1800 Roadsters still around. My wages were three pounds per week and my lasting memories of my first year at Newsomes, centered on the problems we had with the first *Triumph Herald*—especially the water leaks I mentioned earlier!

My main lousy job on the *Herald* was being shut inside the boot with a flashlight to spot leaks induced by mechanics who squirted high pressure water hoses at the boot lid and the spare tire well. I learned scuba diving in *Herald* trunks and was probably the only mechanic in England who was fully proficient at checking the pressure of a *Herald* spare tire under water! These water leaks had a very unpleasant side effect because the glue used to fix the carpets would 'denature' due to constant soakings. Such denaturing led to many a wet *Herald* 'stinking' something awful! It was one of those aromas that made your stomach turn and I always dreaded Saturday mornings at Newsomes because there would be a regular influx of wet carpet jobs—some of which were made worse by one of the mechanics!

"Dick, my friend, was the master-at-arms of the 'white feathers' and most other practical jokes."

'Wally', for that was his name, would devour about two pounds of 'tripe and onions' (*A local delicacy!*—Ed.) every Friday night, which he washed down with about a gallon of Best Bitter beer at his local pub. Thus, Saturday mornings were spent trying to avoid 'wet' *Heralds* and a highly explosive Wally—the combined smell of which resembled a pile of dead skunks!

Sid, the shop foreman at Newsomes, was a delightful man who always wore a cap with his white foreman's coat, and he hated practical jokes which made him a natural recipient for such actions. The one he hated most was the dreaded 'White Feathers'. Dick, my friend, was the master-

(please turn to page 28)

FOUND BY BRITISH CARS

by Walt Anderson

Old British cars seek me out. Honest. The more needy they are, the more likely they are to end up on my doorstep. Old British cars find me. In the Midwest, back in my misspent youth, it seemed there was always a family who took in strays of all varieties. It was usually a family where there wasn't much material wealth, but a wealth of understanding and tolerance and always room for one more.

I think we have become such a family for old cars. After a life of neglect and abuse, after bingeing on sodium chloride and water, they come to me seeking solace. Lord knows, we certainly don't have the means to take care of one more, but nevertheless, we find room to shelter them and begin to mend their broken bodies and try to overcome the neglect of their youth. Some hang around longer than others, but we enjoy getting to know them all while they are here. They all seem to have a past, an unknown life that we can only guess at.

This past fall, an old Jaguar showed up in my driveway. It began late in the spring, I had been minding my own business, keeping an eye out for something simple like a nice little Mustang to provide a four-seater companion to our MGA. *Mos Motoring* classifieds arrived one day, and I saw an ad for the old Jag. I let it slide by, still intent on lassoing a Mustang. A week later, the Jag was still on my mind, so I called the owner. He was asking more than I wanted to spend. I really just wanted a Mustang. I let it pass.

Spring becomes summer, I found a nice little Mustang and brought it home to the barn. I still think about the old Jaguar and assume it has found a home with someone else, but I have thoughts about

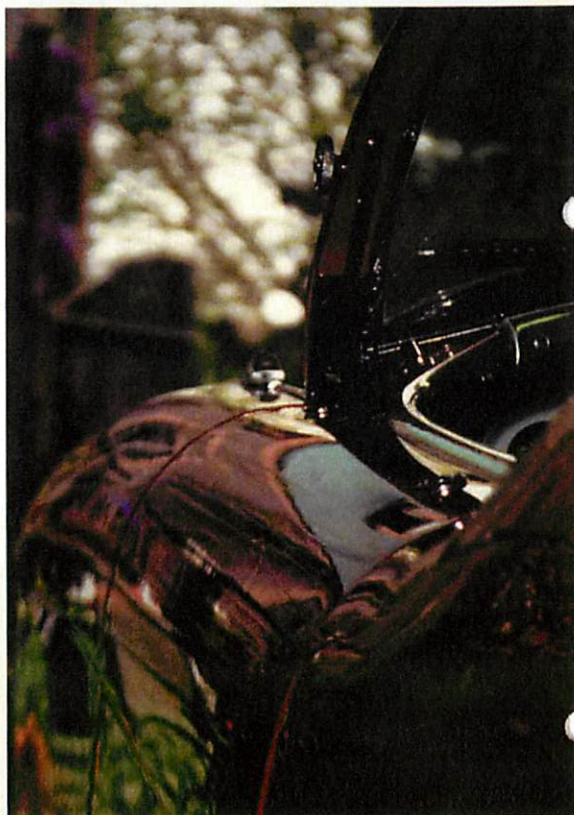
what might have been. My wife hints that she liked the old Jag. School starts, the phone rings, the old Jaguar is still homeless, the price is a little better, am I still interested? The next thing I know there is a truck in my driveway with a very dilapidated old Jaguar for me. I didn't go looking for it. It just found me. My wife thinks I'm like a little boy who is always finding stray dogs that just followed me home. There is some justification to that analogy; however, I prefer to think of us as that family taking in anything needing a home.

They don't always go home with me. Sometimes I just get to visit with them and their owners. Our last vacation was in the Rockies. In Jackson Hole, a Bugeye Sprite behind our cabin was pecking out from under its tarp at me. Its owner ran the cottages as I later found out. Twenty-five years ago I spent a summer in Estes Park,

Colorado driving an MGA so we enjoyed swapping stories about the special rewards and challenges of owning a small British sports car in the mountains. The real surprise came when I found that the folks in the cabin next door were friends of the person whose Mustang I had been looking at back in Illinois! Small world? I think not. It's the old cars conspiring to help each other find homes.

One of my friends has noticed the same thing. While we were traveling through Arkansas together, we were alternately approached by a homeless Austin-Healey, a couple of '65 T-Birds and an MG TD—all on our way to rescue a Mustang! None of them ended up coming home with us that time, but at various times my friend has provided a home for a 'TR6 and a couple of Porsches.

(please turn to page 31)



Ernie Demahn

"Small world? I think not. It's the old cars conspiring to help each other find homes."

THAT CERTAIN INSANITY!

by Jeri Westerson

You have to be just a little crazy to own a British car, and all British car owners will proudly proclaim that fact. It's a case of constant breakdowns and repairs, strange and obsolete parts, bizarre mechanisms. But they love 'em, and my husband, Craig is no exception.

He is the owner of his second MG Midget. When I met him in college he had a '71 Midget—bright orange. He used to wear a jaunty corduroy cap when he drove it, and I was intrigued at first by his attractiveness, that he lived in Manhattan Beach, and that he drove a cute sports car (hey, it was the '80s!).

He liked driving the car with the top down; that is to say, that no matter the weather, the top would remain down. In Southern California, this is generally not a problem. But when we would venture on vacation, say into the mountains in the snow, he'd crank the

heater up and I'd sit bundled in a sleeping bag!

He is the perfect British car owner: adventurous, clever...and mechanically inclined. Except that he is just a bit absent-minded. Case in point: The time we were getting ready for a trip and he was checking the brakes. It was late, and he was driving me home when suddenly we hit a bump. The car lurched and fell low in the back with a terrible scraping noise and a shower of sparks. In the darkness something large bounded away.

Stunned, I sat stiffly in the passenger seat, "Was that...the wheel?" I asked.

"Yup," he answered sheepishly.

He'd forgotten to tighten the lug nuts. He managed to retrieve the wheel but the lug nuts had been scattered to parts unknown. He took one nut from every other wheel, replaced the wheel (tightening all the nuts this time!) and drove me home. The next morning saw our trip delayed by several hours as he made phone call after phone call, trying to locate lug nuts that would fit. He finally found some, about 75 miles away in the opposite direction from our destination!

The car was full of memories of rewarding trips, like the time our fuel pump went out on us when we went cross-country skiing in Frazier Park. We got to the top of Mt. Pinos when the problem

was discovered. But instead of fixing it right away my husband (then boyfriend) suggested we ski first. "Why waste the day?" Who was I to argue? So, we skied all day, and when night fell, we coasted down the mountain as far as we could, then we hitched a ride into "town" in the back of a pick-up truck. My husband called his father who was, apparently, used to rescuing his son with auto parts in faraway locations! And so we waited in the local bar and grill.

"You folks from out of town?" some crusty locals asked us as we watched darkness descend upon their little berg.

"Manhattan Beach," we replied. (About 100 miles south.)

A quizzical expression crossed their faces before they asked, "Zat past Gorman?" (Some 10 miles south—Ed.)

Oh yes, memories! I learned to drive a stick shift in that car and I, like him, missed the Midget's passing when he finally sold it. Yet, the reminder of that car is still with us—he used the money to buy my engagement and wedding rings!

(please turn to page 28)

"He is the perfect British car owner: adventurous, clever...and mechanically inclined."



Jack Stridren

THE SEBRING SPRITES

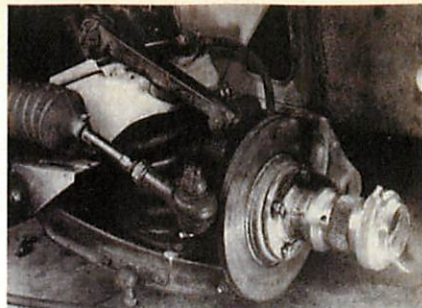
I read with some interest the story on Herschel Silverstone's real Sebring Sprite in the Fall issue of *Moss Motoring* and started thinking to myself "maybe not so real!"

Geoff Healey and I did not actually homologate (the FIA's technical term for registering the specification of a competition car) until the fall of 1960. The first official Sebring Sprite came in third overall on that year's Liege-Rome-Liege Rally and the second car we produced came in second overall on the same year's RAC Rally of Great Britain.

We produced in excess of one hundred Sebrings, with probably six originals having the full alloy coupe body work. Production of the Sebring Sprites, which listed *John Sprinzel Limited* as the 'manufacturer', began with car number two as the first prototype was built by Paul Hawkins and myself at the Donald Healey Speed Equipment workshop on Grosvenor Street in London's West End.

By definition, the Sebrings had a wider track, a 997cc motor with Girling front disc brakes and drum brakes at the rear. The confusion regarding Healey's own Sprites (which were raced at Sebring but were never actually called 'Sebrings' by the factory or by the Healeys) was because using the name of a racetrack was not permitted by the contracts between motor manufacturers and their association, the SMMMT, which also registered the various model names to prevent unauthorized use.

This does not mean that Herschel's and other Sprite racers are not genuine. In fact, Stirling Moss and myself were the drivers of two factory-entered Sprites in 1960, in the twelve and four hour races! Bruce McLaren and, I think, Walt Hansgen drove the others. Stirling had won the four hour race in 1959 with a Healey



The Girling Type 10 caliper and 8 1/2 inch disc brake, with centre-lock hub conversion, was fitted to almost all Sebring Sprites and specified in the homologation papers.

prepared car and no doubt the car in question was one of those mentioned in Herschel's story.

I do not think these had four discs to start with, as when I was managing the Healey Speed Equipment Division, we only had the two disc conversions for sale. Future Healey racers did have four discs (Dunlop as I recall) but these could easily have been fitted later. The first appearance at Sebring of the genuine homologated Sebring Sprites was in the 1961 four hour race, and they were driven by Stirling Moss and his sister Pat Moss together with Paul Hawkins. Paul and Cyril Simson drove one of the cars in the twelve hour race.

Aloha!

—John Sprinzel

(At this stage we just have to mention John's excellent best selling book Spritely Years which would make a terrific holiday gift for anyone even remotely interested in motorsport. Don't let the title fool you, this book is crammed with reminiscences and photographs of John's time with Healey, Triumph, MG, and other famous race teams. It's also a very funny book! Moss #213-195, Price \$42.95.—Ed.)



One of the most handsome small GT cars ever built, this special-bodied Sebring Sprite is seen at Racing Car Show press day at Brands Hatch, August, 1961.

WHAT SIN, A NAME?

I was watching a TV program last fall with a handful of fellow Triumph owners. The episode covered some huge British car show in the Midwest. One half-hour of English automobiles—surely there would have to be an image of a sparkling TR3 or row of TR6s. But there wasn't, not even in the corner of the screen as they panned across the field. There were Triumphs at the show, you can be sure, but our cameraman never pointed at a single one.

Why don't Triumphs get more respect? This question filtered through the room as we fans of the marque tried in vain to spot one of our own among the Jags and Healeys and MGs.

Here's my radical suggestion: it's the name "Triumph." This may be counter-intuitive, given that the name conveys victory, achievement, goals set and surpassed. But there are other qualities in a name besides its mere meaning.

Think of Austin Healey...it could be the name of a Member of Parliament. It makes you think you're getting a classy ride when you buy one. And somehow, the "Healey" part of it sounds just friendly and unpretentious enough for the general public not to be scared away. Had the company been called, say, "Austin-Kensington" then they could only have made limousines for the rich, not sports cars.

When people hear "Austin-Healey" what's the next thing they know? That there's a model called "3000." Never has simple engine size been put to such good

use in naming a car. (The actual displacement was 88ccs shy of 3000, but they wisely didn't call the car the "Austin-Healey 2912.") Something about "3000" suggests enormous power; it may even hint at the future: the distant "year 3000". The Austin-Healey 100 is a better car than the 3000 in some ways, but it just doesn't have as cool a name.

I won't discuss "Sunbeam" here. They've got their own respect problem, from always being asked if their car company also makes blenders. And what of "Morris" and "Morgan"? These are names you might give your house cat.

"Think of Austin Healey...it could be the name of a Member of Parliament. It makes you think you're getting a classy ride..."

Jaguar, on the other hand, has a jungle cat as its mascot, and also has the mystery of "X" in the names of its sports cars (because of the XK engine). This explains why Americans prefer to call the E-type by the name "XKE." People like a car name with X in it. It sounds new and revolutionary (EXperimental is usually what it means). We think of spy planes, espionage, adventure.

MG also has the edge over Triumph in the sound of its name. Very clever to go with a pair of initials rather than "Morris Garages." Say the initials three times in a row: "em-gee, em-gee, em-gee." You smile don't you? You nearly have to in order to get that "em" sound out of your mouth. Now try "Triumph." Say it three times... something about that "uumi" sound just gets in the way. What kind of advertising campaign can come from such a sound? "Ity power. Iry excitement. Try uumf." Not real catchy.

So what can we do? There's no obvious reason for us Triumph owners to play second-fiddle to other English cars. But we can't rename the company now. The only thing left is to act as if the car has the most attractive name imaginable. "Uumf" after all, is the sound that comes in the middle of "some fun!"

—John Paul Middleworth



Curtis Ezelle

CURING THE DREADED CLUNK

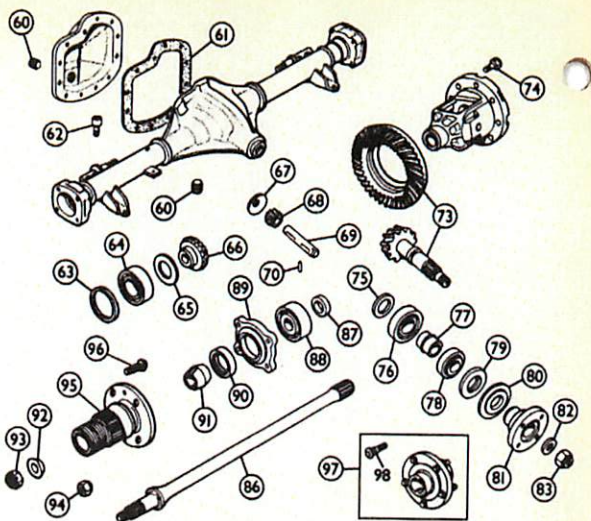
Larry Hagenauer

The free lunch may be a myth, but I have found a true cheap lunch! It comes in the form of a cheap and relatively easy fix to what often sounds like a very expensive problem with the MGB rear axle. Both Lindsay Porter's *MGB Guide to Purchase & DIY Restoration*, as well as the Moss MGB catalogue (version MGB-11) mention a repair for the "clunk" that develops in the MGB tubed-type rear axle after many years of normal use. In the case of my 74½ 'B it was at about 65,000 miles that I decided something was amiss. At 80,000 miles I made the decision to take corrective action and bought the recommended thrust washers (two each of #267-140 and #267-130, ref. #65 and #67 on page 31).

Now at 85,000 miles, after carrying the replacement parts with me in a move from California to Copenhagen, Denmark for three years and back to California I got up the gumption to break into the mysteries under the rear axle cover plate. Rest assured if this is the problem, the parts are only a few dollars—the challenge is opening the mysterious rear axle cover plate and actually extracting the machined gears and worn thrust washers within.

The repair job is recommended by both Porter and the Moss catalogue tip as being quite simple, but as a normal shade-tree mechanic I have always been held in awe of the machine shop to which I was wisely referred for any work within the magical rear axle unit. It was actually Porter's book, a wonderfully written guide for a complete MGB rebuild that gave me the confidence to proceed.

The purchase of my copy of the book is a story in itself, having been "discovered" in a car parts store in Salisbury, UK during a business trip long before I saw it offered in the Moss catalogue. While my normal Haynes repair manual is quite comprehensive I am never certain if I have translated the British correctly into American, or that I have correctly interpreted from the basic focus of the Haynes manual on earlier British models to the appendix chapter on later changes which always seem to apply to my 74½ model. I will use both Haynes' and Porter's British as well as Moss catalogue terms for parts throughout this article.



I refer you to Porter for pictures and a more detailed description, but I will cover the repair in sufficient detail to complete without his help. I begin by emphasizing a "gotcha" left out of both the cited guides—that being removal of the pinion pin (part #267-115, Moss ref. #69, page 31) from the differential cage.

If possible, drive your MGB to a shop that will steam clean the rear axle cover plate area, or as an option take it to a coin-operated car wash to clean the area. This will save much hand cleaning with rags and a putty knife (or other blunt instrument) if you remove the cover plate before cleaning. Drain the rear axle oil and remove the rear axle cover plate using caution with the brake line affixed to two of the attachment studs. Also note the correct orientation of the handbrake line mount.

First internal step is to remove the roll pin (Moss nomenclature—pinion pin peg) which holds the pinion pin in place, with a suitably sized punch. I successfully used a nail with the point ground flat because my punch was not long enough to drive the roll pin completely through the pinion pin. The next step, removal of the pinion pin is where caution is advised. The pin must be "drifted" out of the differential cage as described by Porter. He does not indicate a preferred orientation but I advise to drive it out in the direction of the end with the roll pin hole. The protrusion of the end with this hole will come in handy later in gripping the pinion pin to pull it out during the final stage of

removal. My primary caution is to not drive the pinion pin so far through the differential cage that the cage cannot be rotated to grip the protruding end of the pin and pull it out in the later stages of extraction. If one drives the pin beyond about ½"-¾" extension through the differential cage (depending on the exact orientation one chooses) the pin can restrict the rotation of the cage so the protruding end of the pin faces to the front of the rear axle case rather than to the rear opening. If this should occur one would be faced with the necessity of pulling the pin back into the differential cage but being unable to achieve purchase on the pin in any way to do so. The resulting condition could require complete removal of both axle half shafts and extraction of the entire differential cage from the case, a task which is cautioned as a job for a shop with the special tool required to "stretch" the case to allow said removal.

USE CAUTION! Be sure you understand the geometry of this procedure before driving the pinion pin through the differential cage. Rotate the cage several times to observe this potential problem. This is not to invoke scare tactics, the procedure can be accomplished easily if fully understood. My experience was the pin can best be driven through the differential cage when the cage is rotated so the drilled end of the pin extends down and forward. The pin can be drifted out through the differential cage in this position using a short drift pin (3"-4" long) until the roll

pin hole protrudes from the differential cage. Proceed slowly to be sure the pin is not driven further through the differential cage than will allow complete rotation of the cage.

This is necessary for the protruding end of the pinion pin to face to the rear opening of the differential housing as described above. When sufficient extension of the pinion pin is achieved so the roll pin hole is completely accessible, rotate the differential cage so the extending pinion pin faces the rear. At this point a metal pin (I used a hardened concrete nail of suitable diameter) can be inserted through the roll pin hole as a gripping point for vise grips to man-handle the pinion pin out of the differential cage by pulling and twisting. I tried a normal nail first but kept twisting it off with the vise grips as I twisted, turned, and pulled on the pinion pin. Porter describes this removal with only pliers but my experience is gripping a smooth, hardened, and oily metal pin with pliers can be difficult. You are cautioned to wear gloves for this operation because there are many sharp, hard edges in the vicinity which will batter unprotected knuckles.

"Be sure you understand the geometry of this procedure before driving the pinion pin through the differential cage."

As advised by both the Moss catalogue tip and Porter, the final removal of the sun gears (Moss—differential gears) which are splined onto the axle half shafts requires at least partial removal of one axle half shaft. I selected the left axle merely because it was convenient in my garage. This proved fortuitous because the required disconnection of the hand brake cable from the left brake back plate got the cable completely out of the way of the subsequent work on the rear axle. The right side would have allowed adequate movement of the right axle half-shaft but the brake cable would have remained in the way of subsequent work. This is a good time to disassemble, clean, and lubricate the hand brake compensating lever, likely frozen and ineffective in its job. Although not addressed in either Porter or the Moss catalogue, removal of the axle half shaft means removing the

complete brake back plate and the mounted brake slave cylinders, brake shoes, etc. I found that with care I could remove the four bolts which hold the brake back plate and bearing cap and carefully raise the complete brake back plate assembly up out of the way to work on pulling the axle half shaft. Use caution to not kink the brake line which is the sole connection of the brake back plate assembly with the car. I thus avoided opening a brake line with the subsequent complications of bleeding, cleaning, etc. Tap, twist, remove the hub bearing cap. Complete removal of the half shaft was not necessary; I found that pulling the outer wheel bearing about half way out of its mount was sufficient to allow removal of the sun gears within the differential cage one at a time. This avoided having a loose bearing to contend with and keep clean.

Of course, if outer wheel bearing replacement is needed this is a good time to complete the job. In any case a new rear wheel bearing seal should be installed. A word on this pulling job. I was able to use the driving plate (Moss—hub extension) as a sort of impact puller. I first removed all the various parts of the axle (axle nut, axle shaft collar, driving plate, oil sealer collar, hub bearing cap) from the end of the half shaft. I then replaced the driving plate on the spline and installed the axle nut. The driving plate will now slip in and out a few inches on the axle half shaft splines by hand, allowing its use as an impact puller against the axle nut. This will work assuming the axle splines are clean allowing free slippage of the driving plate and the outer wheel bearing is not hard frozen in its

mount. This is a fairly inefficient puller but so simple it is worth the effort to make the attempt. Porter suggests a more robust method which involves mounting a spare brake drum in the reversed position on the driving plate secured with the axle nut to allow brute-force hammering on the drum to extract the shaft-bearing combination. Porter's caution is not to use a brake drum which will be returned to service—the hammering could cause hairline cracks which would be disastrous if it failed during subsequent driving.

The remainder of the procedure is quite simple, entailing normal practices of cleanliness and pre-lubrication of all bearing and gear surfaces (I used normal chassis grease), appropriate anti-seize on splines, and sealant on gasket areas.

This sounds complex but is actually quite simple to complete. The time involved is concentrated on cleaning the area beforehand (this is the messiest part of a car especially after 80,000+ miles), removing the rear axle cover plate, cleaning all parts of the rear axle, removing and replacing the axle half shaft, etc. With appropriate cautions on removing the pinion pin, the removal/replacement of gears and thrust washers is remarkably simple. The result is tighter sounding motoring especially in stop and go traffic which involves accelerating and decelerating.

Happy Motoring!

(Lindsay Porter's *MGB Restoration Guide #211-365* is available from Moss priced \$46.95, and of course, our comprehensive *Moss Motors MGB catalog* is free for the asking!—Ed.) ■



Michael Drobner

Technical Tips

From Our Customers

A lady took her car into a large garage for a minor tune-up. She was informed that one of the spark plugs had stripped the threads in the head. The garage installed a Heli-coil and four new plugs. The charge? \$12 for four plugs and \$4 for the insert, plus of course, \$170 for labor!

A year or so later, the new owner asked me to check the car out and I discovered one of the other plugs was stripped. I replaced the threads with a Heli-coil in less than ten minutes, the secret being lots of grease and frequent removal of the drill and tap to get the chips out.

My tip for readers to prevent spark plug thread stripping is to purchase a spark plug thread chaser. Use it to clean the threads in the head every time the plugs are out and be sure to apply Permatex anti-seize to the plug threads.

This product is also necessary every time a steel bolt goes through, or into, aluminum parts, heads, or blocks. You will never be troubled by bolts tightening or loosening using this stuff.

—Dave Bergquist, Belmont, California

We would like to offer a tip that is very helpful in painting small parts. A good example is the oblong fender washers under the bolts that hold a fender.

Instead of trying to paint them with a brush (having to turn them over and over) dip them in the paint instead! Take a length of brake pipe or stiff wire rod and hang all the parts from small pieces of coat hanger wire. If you are painting several parts at one time you can dip them into paint held in a plastic wallpaper trough. If doing only a few parts at one time they can be dipped directly in the paint. This method works well and saves time.

—Steve and Patty Johnson, Erie, Pennsylvania

My tip is an easy performance upgrade that when done *incorrectly* will actually *reduce* performance! When installing a ram pipe (Moss #222-980) on Zenith-Stromberg carburetors, you should take into consideration that the pipe(s) can actually be installed upside down! I speak from experience as it took me over three hours on a sunny Saturday afternoon to realize this!

So when installing a ram pipe, make sure the three holes in the triangular formation on the ram pipe are face down! This will ensure the proper sealing of the small diameter, air damper vacuum located just above the Zenith-Stromberg's air intake. If installed upside down, it will not allow the air valve to open completely at higher rpms, thus causing a severe loss in power from 3500 rpm and up. Somehow, this is nearly always overlooked when making several upgrades under the bonnet at the same time.

In addition, please remember that when you install a ram pipe you lose your air cleaner and will need to change your oil and filter more often. Also, consider changing the air/fuel mixture as there is more air available to the carb without an air filter. The Zenith-Stromberg mixture tool (Moss # 386-310) will make this a breeze even for the most amateur mechanic.

20 ■ MOSS MOTORING

Hope this saves someone some time.

—Jay R. Sampson, Kenosha, Wisconsin

I read the tech tip on keeping the big Healey cool by insulating the top. However, here's a tip I have used for many years and it's a very good way to keep the floor cool.

I cut a thin piece of home carpet insulation/padding material—the kind with the aluminized backing. Then directly on the floor of my baby, I placed a layer of aluminum foil—the oven type for added strength. Then over this I put the insulation/padding and reinstalled the carpets and the interior.

It may seem like a lot of work but there's not much to the interior, it's good to strip and thoroughly clean the beast yearly (that's why it's still around!), and the improvement in heat control is amazing.

I love my car and drive it regularly. It does just what it was built to do—go like H*!!

—Bill Ward, Long Island, New York

I read with interest the tech tip you offered about attaching carpeting to the front of a set of car ramps to keep the ramps from sliding. However, when I tried it as soon as the tires started going up the ramps they started sliding. Not a set of car ramps are alike!

The solution was to make the pads (yours were carpeting, mine were a rubber conveyor belt) long enough to go under the rear wheels. No more slipping! Thanks for all the tech tips in *Mass Motoring*.

—Martin Tully

Recently my Triumph TR4 developed a 'knock' which was timed with, and sounded like valve noise. It persisted even after checking the valve adjustment. The noise sounded so convincingly like rocker noise that I had the rocker arms rebushed and repolished.

The noise persisted and gradually became louder and a compression check revealed nothing abnormal so at that point I tried a trick suggested by my Dad.

I poured cold, soapy water on the head and manifolds before starting the engine. (This must be done with the engine cold to avoid any damage). As soon as the engine fired up, a steady stream of bubbles appeared, demonstrating a leak in the manifold gasket. The leak also bridged the #1 intake and exhaust, so the soapy water also caused a transiently rough idle.

After installing new heavy duty gaskets the noise disappeared!

—Willard Ellis, San Diego, California

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 *Mass Motoring* you'll be eligible for a \$35.00 Moss Motors Gift Certificate. Send your ideas to Technical Editor, *Mass Motoring*, 440 Rutherford Street, Golca, California, 93117 or e-mail us at moss@massmotors.com. ■

The Nut Behind The Wheel

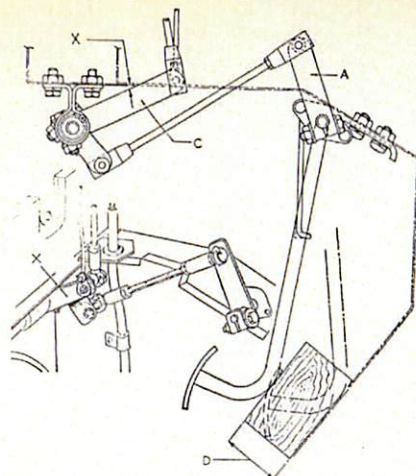
Ron Phillips



In the last issue of *Mass Motoring*, I described how to set the chassis part of your six cylinder, big Healey's throttle linkage. So now let's turn to the adjustment of the engine portion. In checking the following adjustments make sure that the throttles are not held open by the choke or idle adjustment screws. If in doubt, see your shop manual for the correct location. Remember, the idle adjustment screws are used for just that on some carb models and are used only for fast idle, under choke conditions, on some others.

The HD6 and HD8 carburetors have separate air bleed screws for idling, and these carbs must have a bit of clearance between the fast idle screw and the tang on the linkage for the linkage to be adjusted correctly. For the H4 carbs, you will need to re-synchronize these after the linkage is adjusted. Let's face it, it's probably a good idea to check re-synchronization on any of our cars after you've fiddled with the linkage! If your car was idling on the linkage instead of the air bleeds, you will understand after you start it up why re-synchronization may be necessary.

So, let's start with the '100-Six' and early 3000 H4 and HD6 set-ups. Referring to Fig. 3.19, slacken the pinch bolt on levers A and B, set the lever B at approximately 45 degrees as shown, and re-tighten B's pinch bolt. If you need to, adjust the length of rod C so as to bring lever A parallel with the lever B. With the pinch bolt at lever A still slack—press the rod D downwards one-eighth of an inch to



tension the pedal return spring slightly. Then re-tighten the pinch bolt on lever A.

For you 'Tri-Carb' people, please refer to pages 44-45, item 60 in the Moss Motors Austin Healey catalog—*Accelerator Spindle Assembly*. For you BJ7 and BJ8 owners please refer to pages 46 and 47, item 73 for a similar assembly. The linkage connection lever (next to the firewall when mounted on the car) on these rods must be *over center* by a few degrees in the clockwise direction. How much you may ask? Let's say the lever on the rod is like the hour hand on a clock. The lever should point to approximately 12:30 o'clock position for the tri-carbs and the 2 o'clock position for BJ7 and BJ8 when at rest. That's how I've got my BN7 and BJ8 set up and shows that there is a range of settings within which you can get this adjustment right! After you have performed the full throttle test and adjustment in the next paragraph, your linkage should be adjusted to give you full throttle when you put the pedal to the floor!

It's time for the full throttle test, and this test and adjustment pertains to all six cylinder models. Push the accelerator pedal to the floor carefully and check the travel of lever E. This must be such that the lever is at least 20 degrees short of the vertical position when full throttle condition is reached on the carburetors. If you feel resistance pushing the pedal to the floor don't force it! Instead carry on and make the following adjustment. To achieve this, adjust the length of rod D. The full throttle condition noted is when the tangs on the carburetor throttle shafts just contact the carburetor throttle body.

If, after all the above adjustments, you still don't get full throttle, it's possible there may be too much 'play' in the linkage. Worn cross-shaft bushings, loose or broken relay lever pinch bolts, a perished or missing firewall throttle bushing, and/or a broken or worn relay shaft nylon bracket on late model Healeys can all contribute to excessive 'play' and lost motion in the throttle linkage. All the adjustments in the world can't make up for the slack introduced by these other parts if they are not in tip-top shape. That's why it's important when restoring a Healey that you check and replace, if necessary, all these things before you put the engine in the car. It's so much easier that way!

Oh well, my best buddy Bob, who prompted this feature, will perhaps have learned his lesson the hard way and possibly next time he'll remember the pain! One last word—If you have an overdrive car, you may have to adjust the throttle switch after adjusting the linkage. It's important to do this as it can dramatically lengthen the life of your overdrive by allowing it to change out under power, instead of during coasting. It's almost a certainty that you will need to do this and the factory shop manual accurately describes how to do this, so I'll refer you all to it! I hope this advice has helped you get more out of your big Healey and once the throttle is adjusted correctly, why not take it for a drive? You might be surprised at the added power the old beastie has! Bob, of course, will have to put the seats in his car first!

—Ron Phillips ■

A 'B FOR AN 'A— SWAPPING FRONT SUSPENSIONS

Steve Tom

Many years ago, when I was an impoverished college student, I "fixed" a kingpin problem on my MGA by replacing almost all of the front suspension with parts from an MGB. While I generally go to great lengths to try to preserve the originality of my cars (the local battery shop thinks I'm nuts for using two six-volt batteries instead of one twelve-volt) I must admit that this swap has given me nearly thirty years of carefree motoring, and disc brakes to boot! The junk yard MGB suspension I installed in the early '70s finally wore out this year and I got a chance to re-examine my transplant when I rebuilt it. Since MGB parts are still much more common than MGA parts, there may be other MGA owners who, for whatever reason, would be interested in the details of this swap. One word of caution

"In the impetuosity of youth, I cut my MGA steel brake line shortly below the fitting that connects to the flex hose."

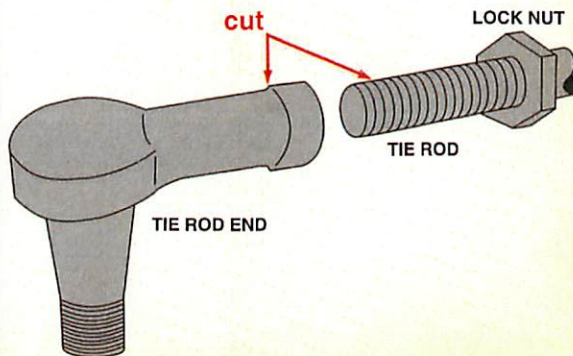
up front: Although the transplant is mostly bolt-on, it does require irreversible changes to your tie rods.

I began by finding a junkyard with a wrecked MGB and removing the front

suspension. (You'll probably need to do this yourself, as most junkyards tend to remove parts with a cutting torch, a process which does nothing to enhance the use-ability of the parts.) Make certain you take a jack and jack stands so you can remove parts safely. A hacksaw may be needed to cut the upper suspension bolts between the shock absorber and the trunnion, as these almost never drive out the way the manual says they will. The lower A-frames on the MGA and MGB are identical, so you can use whichever set is in better shape. Substitute the entire MGB swivel assembly, bearings, brake disc, and caliper assembly for the MGA parts. The springs used on MGAs and MGBs varied slightly from year to year and also between open and closed cars. I re-used the original MGA springs, as they were designed for the weight of my car. The bolt pattern for the MGA shock absorbers is slightly different than the pattern for the MGB shock absorbers, so use the MGA shocks for the upper suspension arm. (It is possible to file the holes in the MGB shocks until they fit, but I wouldn't recommend this.) The MGB upper trunnion is slightly narrower than the MGA trunnion, so the longer bolt from the MGA upper suspension pivot must be used to span the MGA shock arms. There will be about a 1/4" gap between the MGB trunnion and the MGA shock arms. A couple of heavy-duty washers will fill this gap nicely.

The bushings on the upper and lower trunnions and the A-frame mountings are wearing parts, and should be replaced with new bushings during this rebuild. (I used the more durable MGB V8 bushings.)

There are two parts which are not a straight bolt-on replacement between the MGA and MGB front suspension: the flexible brake hose and the tie rod



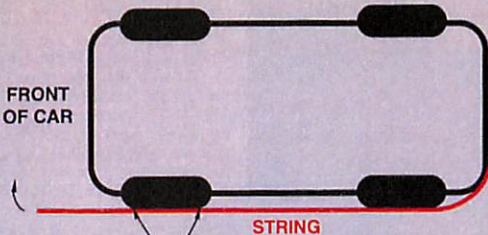
ends. The threads on the MGB brake lines are different than those on the MGA, so the MGB brake hose which threads into the disc brake caliper will not connect directly to the MGA steel brake lines. In the impetuosity of youth, I cut my MGA steel brake line shortly below the fitting that connects to the flex hose and spliced on the end of an MGB steel brake line using a compression fitting. Although this has worked fine for nearly 30 years, I would never recommend anyone splice a steel brake line! If I had it to do all over again, I would take a set of MGA and MGB flex hoses to a hydraulic shop and have them fabricate flex hoses with MGB fittings on the caliper end and MGA fittings on the end that connects to the steel line.

The other parts which need modification are the tie rods and tie rod ends. The steering lever on the MGB front swivel is positioned differently than the MGA steering lever, with the result that front wheels will be 'toed-out' slightly if the front suspensions are swapped with no modifications. The solution, painful though it may be, is to cut a small section off the end of the tie rod to allow the tie rod end to be screwed in further to bring the 'toe-in' back to the correct specification. This is obviously irreversible, so measure before you cut and do not cut more off than necessary! Assemble the complete suspension before you cut the tie rods, screw the toe-in adjustment in as far as it will go, and measure the toe-out to see how much needs to be cut off the tie rod ends. (The "string and eyeball" alignment check works fine for this—see sidebar.)

As I recall, I had to cut about 1/2" off my tie rods, but this was nearly 30 years ago so do not trust my memory—measure the toe-out on your car. The steering needs to be centered when you take this measurement, with both tie rod ends screwed in as far as they will go, and you should find that both tie rod ends need to be trimmed by the same amount. When

**"...this was nearly 30 years ago so do not trust my memory—
Measure the toe-out on your car."**

FRONT OF CAR



String should touch front and rear edge of tire at the same time

'String and Eyeball' Front End Alignment

Years ago, when I drove what I believe was the only running MGA on Guam, I had my front end aligned at a little hole-in-the-wall repair shop. At the time, I was aghast when they used a piece of string to set the toe-in. Not until years later, when I actually tried this method myself, did I discover that it's actually much more precise than I gave it credit for. It may not be a substitute for the laser alignment a professional alignment shop can give you, but for rough at-home alignments it's much better than any method I've tried with tape measures or homemade alignment gauges.

To perform a 'string and eyeball' alignment, first center the steering wheel. Then tie a thin piece of string to your rear bumper (kite string or thread works great), pull it around the rear tire as close to the center of the axle as you can get without resting against the body, and stretch it forward past the front tire. Sight down the string while you slowly bring the end of the string closer to the car. (See sketch.) If the tire is aligned with zero toe-in (the proper setting for my MG) it should touch the front and the back edge of the tire at the same time. It is surprisingly easy to detect even a small difference in the point at which the string contacts the front and rear of the tire. If the string contacts the back first, the tire is toed-in too much and you need to unscrew the tie rod from the tie rod end. If the string contacts the front edge first, the tire is toed-out and you need to screw the tie rod further into the tie rod end. If the tire should be aligned with a toe-in other than zero, tape an appropriately thick spacer to the front of the tire and adjust the toe-in until it touches the spacer and the back of the tire at the same time. Repeat for the other side.

One comment for technical nitpickers, for this technique to work correctly, the front and rear track should be identical. On my MGA, the rear track is 1 1/4" wider than the front track. With a 94" wheelbase, this introduces a 0.38 degree error in my toe-in. I can live with that! ■

you know how much needs to be removed, unscrew the tie rod from the tie rod end, leave the locknut on the tie rod but screw it back out of the way, and use a hacksaw to trim the required section off the end of the tie rod. Be careful to damage the threads as little as possible, clean up any burrs with a file, and then unscrew the locknut over the cut end, screwing it back and forth as

needed to clean up the threads. Reassemble the tie rod ends, connect to the swivel assembly, and adjust the front end alignment. You will probably also need to cut about 1/2" off the tie rod ends to make room for the locknuts, since they will now screw further onto the tie rods. (See sketch.) Bleed the brakes, and you're ready to roll! ■

Through The Windscreen

Ken Smith



ry, you can rest assured that Moss Motors will be here to give you the essential backup and advice that you need to get the utmost enjoyment out of your treasures.

We enjoyed a super trip to 'foreign' parts this past summer by traveling up to "MG '99" in Vancouver, but not in the Mossmobile, in our own little 1962 MGB! Over two thousand miles top down, all the way up Highway 1 by the restless ocean before traveling the scenic Redwood Highway in Oregon and then through Washington to beautiful British Columbia. It is no idle boast they have on their license plates, it really is spectacular, and our journey to Whistler Mountain on Highway 99 is what top down British motoring is all about! Everyone should take this trip at least once in their lifetime. An added bonus was the visit to Peter Welch's private MG collection which you

look forward maybe, to a reunion in a few years time!

In this, my last column of the old year can I use a little space to mention a couple of my pet peeves? The first one is my total distaste of "trailer queens", vehicles which are trailered to events with the sole purpose of entering and winning a particular class without the wheels ever touching the ground until arrival at the show site. For heavens sake British sports cars were meant to be driven! Let me hasten to add that I'm not referring to the cars trailered to be displayed which are of significant or historical interest. For example one couldn't reasonably expect the MG Liquid Suspension Indy Special to be driven to a meeting although Colin Fitzgerald had no hesitation in driving a highly historic car, the very first MG 'TA' #0251, to the show in



So we come to the end of a century which among other things has seen the birth of flight, man on the moon, the death of good manners, the extinction of the traditional British motor industry, plus many other momentous events. But it's not all doom and gloom (although according to some pundits this may be the last column you'll ever see from me if the world really does end at midnight on December 31, 1999!).

The one thing we do know is that the enthusiasm of the British car movement, like the Energizer Bunny, just keeps on going and going! I have no reason to believe that this will not continue well into the next century given the dedication and sheer love that you all put into your little British cars. After over half a centu-

can read about elsewhere in this issue. This trip coming on the heels of our terrific Buttonwillow Extravaganza and our hugely successful Wings & Wheels event has seen 1999 as a banner year for Moss (including record sales!) and personally one of the most satisfying times of my geriatric life!

On a rather sadder note, 1999 saw the temporary (we hope!) cessation of the highly successful University Motors MG Summer Party in Grand Rapids. John Twist and his wife Caroline have annually put on a real spectacular which has grown from the humble beginnings which we first attended, to become the largest gathering of MGs on the North American continent! We hope you enjoy your sabbatical John, thanks for the memories, and we

**"...desirable cars
deserve a desirable
setting, and shouldn't
be tucked away in
the gloom of the
third floor..."**

Vancouver! One can still enter a car show and present the car to the judge(s) even though it may have been driven a considerable distance to the event, (say from Florida to Canada) and one can still be successful come showtime!

Nigel Shiftright: AUTOMOTIVE ANACHRONISM "THE SODDY SAFARI"

BY
FRANK
TROSE



spray 'bugs' on the front of the car half a mile from the show site and drive it in to show people what you've been through! The complimentary product, also in a tin, is actual 'Road Tar', again to be applied to the car so people can witness you clean it all off! Maybe we should have two classes for future events—"Trailered" versus "Driven"? What's your opinion?

My second 'peeve' are car shows held in multi-story car parks. I've attended a few of these over the years, one in Atlanta, another in Harrisburg, and each time I end up thinking, "can't the organizers find a couple of acres of grass on which to put these fine cars?" I don't mind funkhanas being held on the roof of such structures but desirable cars deserve a desirable setting, and shouldn't be tucked away in the gloom of the third floor where photography is impossible and the cars difficult to evaluate for voting! These locations, in my opinion are just not fair to the people who've taken the time and the trouble to present their cars in the best possible light for public appraisal! Your comments, as always, on my moans will be welcomed.

Finally, we will be sending out our Club Support Request forms early in the new year. If you, or your club, are organizing an event in 2000 and need the support that only Moss Motors can offer, then you must use the appropriate documents. We urge secretaries and club officials to pass on the forms we will be sending to the person responsible, otherwise our support may be minimal! If your club is not on our database, or we don't receive your club publication, then again we might not be able to help you in a timely manner.

All the very best for the new century to each and every one of you, and I'm sure we'll be meeting on the road somewhere! Above all, please do drive safely into the new millennium!

—Ken Smith ■

THE MAGAZINE'S IN THE MAIL?!

During the summer we have had several people at our stand who complain that they do not receive copies of *Moss Motoring* sent to their home. We ask, "Are you on our mailing list and do you order from us?" The answer invariably is, "Oh, I buy all my parts through your distributor—John Doe!"

Our distributors do receive copies of *Moss Motoring* to give to their customers, but if you want your own personal copy you should call us with your name, address and type of car and we'll make sure you get your favorite British motoring magazine delivered direct to your home. You do not have to buy anything direct from Moss, but if we don't know where you are we can't send you a copy! Call us at (800) 2356-6954 today. ■

British Sports Car Mart

MG



1965 MGB Roadster. Ground up restoration. Custom installed Alpine CD. Tonneau cover. New jack and wheel hammer in new bag. New top. Full documentation and service records. \$6500 (609)452-0344. Central NJ.

1952 MG TD. Green, Restored. \$14,750. (619)454-9463. E-mail cns@cts.cpm. CA.
1951 MG TD. #4207. Black, new paint. Engine rebuilt less than 5K miles ago. New top, new tires, needs TLC. \$10,000. (248)684-0994. MI.



1974 MGB Roadster. New Ford V6 conversion. Auto trans., 8" rear. All professionally rebuilt as ground up restoration. Cloth top, boot, S/S fasteners, Spax and much more. No expense spared and a beautiful trophy winner. \$13,700. (727)376-5465. FL.

1952 MG TD. Not driven on the road for eight years but has been well maintained. Engine is a 1600 cc and trans. Asking \$8500 For more information call (330)856-7690. OH.



1951 MG TD. British Racing Green. All original with less than 10,000 miles from new! Started and run every two weeks and always garaged.. \$15,500. (409)639-3261. TX.



1949 MG TC. Complete ground-up restoration with body done to marine specs. 2,000 miles. Upgraded cylinder head, tailored, fitted top and sidecurtains. Stainless spoked wheels. Runs excellent. \$24,500 firm. (626)793-2813, CA (South).



1967 MGB/GT. Yellow w/black int. 70K miles. 4-speed, twin carbs. New parts on hand to install. Restoration project stopped—moving—new baby—one must go! \$1900 obo. (409)423-2823. TX.

1976 MG Midget. Brilliant Orange, very clean, black interior, mechanically sound. New brakes and extra parts. Needs a top and minor work. Drive it home today! \$2500 (540)727-7699. VA.



1966 MG Midget. British Racing Green. French import. Wire wheels, less than 25K kilometers. New top, runs great. \$6900 obo. (602)253-2266. gdwashington@juno.com, AZ.



1948 MG TC. Crimson Red w/Moss red leather interior kit. Restored with all original body parts, engine, trans, diff. 250 miles on +.030" engine rebore. Rebuilt Dayton wheels with heavy spokes. New Brooklands steering wheel and walnut dash. Drives well. \$30,000. (502)423-7053. KY.



1953 MG TD. Cream w/Black fenders. Senior Citizen looking for a good home for his pride and joy. 48631 original miles. Looks good, runs good, needs minor repairs. Only \$8950. (954)757-6712 Call P.M. EST only please!, FL.

1952 MG TD. White w/Red interior. Very original. All numbers match. Rebuilt brakes, shocks and carbs. Wood dash. Good mechanical condition. Photos available on request. (307)347-8975. WY.



1948 MG TC. Car #5808. Engine #6503. Sequoia Cream with Shires green leather int. Frame-up restoration completed as original, April 1999. This car has been in the family since new. \$30,000. (303)798-1162. CO.

1974 MGB/GT. Teal Blue. Stage 5 competition tuned. Weber 45DCOE, headers, free-flow exhaust, oil cooler, o/drive, new lever shock, alloy wheels. Photos on request. \$2500. (505)898-3078.

1953 MG TD. Original owned for 26 years, engine rebuilt by Commonwealth Motors. Approx. 500 hours. Good condition but not restored. \$9995. (805)499-2044, CA (South). www.Members.tripod.com/OUTLT



1962 MGA MkII Deluxe. Vin: GHNL2/105284. Original owner. 121K miles. Always garaged and in excellent condition. Rebuilt four wheel disc brakes, master brake and clutch cylinders. Overhauled SU carbs. New battery and Michelin tires. Some factory competition parts plus dynamic balancing. \$16,500. (303)756-1089 or fax (303)756-1143. CO.



1957 MGA 1500 Roadster. Red 90% completed, garaged, runs well. A New York Times article predicted 1955-'62 MGAs being high-priced collectibles. (Fax of this clipping sent on request.) \$7800 o.b.o. (684)244-3119, SC.



1973 MGB/GT. Great daily driver. 85K miles. So. Cal. car. \$3500. (619)448-2800 or fax (619)448-2206, CA.

1949 MG TC. (TC 10134 EXU) Rolling chassis only. Professionally restored by experts showing \$5K. Sold \$4,000. Rebuilt engine and trans. \$1,300. Both included in price. Special-bodied racer or TC restoration project, even spares for your TC. Delivery possible. (972)476-1548. TX.



1971 MG Midget. Red w/Black int. 4 speed manual transmission. Second owner car with wire wheels. Original but new paint. No rust. \$6000. (802)888-4096. VT.

1962 MGA Roadster. White w/Red leather int. Restoration done at 52K miles. Garage-kept classic. Imagine owning an almost perfect MGA for \$16,500? A must see! (561)778-1011, FL.



1955 MG TF 1500. Red. All original California car. Wire wheels, 4.33 rear axle, heater, CB, Nardi wheel and much more. Excellent runner with low miles. \$19,000 obo. (818)780-8439. CA (South).

1974 MGB/GT. Runs great o/drive. So. Cal. car. \$4500. (619)448-2800 or fax (619)448-2206. CA.
1952 MG TD. So. Cal. car. excellent condition, 2nd owner. Runs great, many extras. Airplane purchase forces sale! \$14,400. (626)792-5937 (d), (760)564-7753 (e), CA.

TRIUMPH



1965 Triumph 2000 Station Wagon. British Racing Green. 2.5 liter, 6-cyl automatic. New Paint, tires, carpet, brakes, exhaust. Body excellent. Own the ONLY TR 2000 station wagon in America. \$10,000. (914)256-1226, NY.

1957 Triumph TR3. #TS 14826L. White w/Red interior. Everything rebuilt as stock. 48K original miles. Hard and soft tops, jump seat. \$12,500. Call for info. (562)596-0493. CA (South).



1959 Triumph TR3A. Very clean Southern California car. Engine and trans-great cond. New upholstery, carpet, tires, brakes, sidecurtains, and top. \$9000. (562)420-2680, CA (South).



Triumph TR4. White, surrey top, one owner. 75K miles, new tires, new paint, runs like a tiger! Beautifully maintained and wonderful to drive. Distress sale so only \$6000. (972)783-1101. Email: garypittman@hotmail.com, TX.

HEALEY

1955 Austin Healey BN1. Red. 56K miles. New leather upholstery, top, tonneau, carpets, brakes, s/s exhaust, fuel pump, tires, valves and seals. Drives fine. \$16,500, (910)793-0990. NC (after 9/15/99).



1967 Austin-Healey BJ8. The last "Big Healey". Second owner and owned since 1971. Great shape! \$17,500. (402)483-4032, NE.

1966 Austin-Healey 3000. Red over black. Complete frame-off restoration in 1986. High performance engine built to period rally specs. Show car and a daily driver. Must sell. \$24,500 (626)794-5280.



1967 Austin-Healey 3000. White w/Black int. Looks good—runs great. New wire wheels, new tires, buried walnut dash. New top. Garaged for last seven years. \$24,000. (334)272-7297, AL.

1962 Austin-Healey MkII BN7. Triple carbs. Complete car needs restoration. Frame straight, no rust, body in good condition. Engine seized. Extra parts, wire wheels, soft and hard tops. \$6200. (516)266-1881, NY.



1962 Austin-Healey BJ7. Yellow over black. Very reliable daily driver and a very straight California car. 72 spoke wheels. Headers. Comes with spare engine and transmission. \$12,000. (714)356-8561, CA (South).

1959 Austin-Healey Bugeye. Driven only 10 miles since frame-off restoration. Blueprinted/balanced with Webers. Many, many extras. Airplane purchase forces sale! \$14,500. (626)792-5937 (d) or (760)564-7753 (e), CA

JAGUAR

1964 Jaguar XKE Coupe. BRG w/Tan leather int. New bonnet, tub, chrome wires and bumpers. Rebuilt engine, clutch, rear and front end brakes by White Post. \$23,500. (561)778-1011, FL.

(please turn to page 31)

BRITISH SPORTS CAR MART (cont.)



1962 Jaguar XKE Coupe. Rare flat floor, stunning new black paint. New chrome, new suede green interior. New brakes and rear end overhauled. Original engine—excellent and running! (206)824-4304, WA.



1962 Jaguar E-Type Roadster. Serial # 876377. White w/Black Int. This is a complete E-Type with some new spares. All tools, books, manuals etc. \$29,500 (530)342-1821 (day), (530)896-1333 (eves). CA North.

OTHER

1960 AC Aceca Bristol. Silver w/black interior. Excellently maintained. Original with newer cosmetics, but never "frame-off". Rare, beautiful and interesting. \$29,000. (208)336-2169. ID.

We request a \$10 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, 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 next issue is December 1, 1999. Please send your ad, photo and remittance to: Moss Motoring Sports Car Mart, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned. ■

REMEMBER

The Closing Date
for ads in the next issue
is December 1, 1999

THAT CERTAIN INSANITY (cont.)

Eleven years passed before he finally bought another Midget, this time it was a '61. He drives it to work and I sometimes drive it to my work on weekends. It's a bit scary on the freeway. One is very vulnerable in a car that small. I know the other Midget was just as small, but I didn't have a child and a mortgage then! Each groove in the asphalt jerks the tires, and sometimes I feel as if I'm driving a motorized skateboard. Also I'm shorter than motorcycles!

Still, I don't mind. It's the romance of the thing. It may be noisy, sensitive, and shaky but I have to admit it is FUN to drive. So I guess I'm the perfect wife to an MG owner; I'm a little crazy too! ■

STILL TRIUMPHANT! (cont.)

at-arms of the "white feathers" and most other practical jokes. He would lay hidden on top of the engine shop with two white goose feathers held in a "V" formation with the ends daubed with a thick dollop of agricultural grease. When Sid would walk by on his way to the reception office, a long arm would descend from the roof of the engine shop and stick the feathers on top of Sid's cap. He would sometimes walk around for hours sporting the feather "V" sign, as the staff apparently took no notice to prolong the joke as long as possible.

Sid's eventual fury when he discovered the feathers was always made worse if a customer pointed them out while he was sitting in his reception office! This particular blow to his dignity was a major shock to his system which fired his temper—and brought out his stammer! He never used bad language but his rebukes always contained thinly disguised swear words. He would bellow out, "If I f-f-floppin' well find out who stuck them f-f-floppin' f-f-feathers on me, I'll kick his floppin' backside all the way from here to C-C-Coventry Cathedral!"

Finally, it was only last year, as a guest of the Standard Club Rally in Peterborough, that I bumped into Paul Newsome—the son in 'S. H. Newsome and Son'. I hadn't seen Paul for many years and it was a great pleasure for me to bump into him once again and have a chat. I spotted him under his vintage Standard car, with overalls on and hands dirty, fixing a failed universal joint. This made our meeting all the more pleasurable for me because our meetings forty years ago were always in somewhat reversed circumstances! Small world isn't it?

See you next issue...

—Paul Richardson ■

BRITISH CARS FIND ME (cont.)

I know, some of you are thinking I'm the one who needs to go to a home—for the feeble minded. Fortunately, I already have a home where my eccentricities are tolerated. In fact, my wife was secretly encouraging the old Jaguar's purchase. She won't admit to that, but she definitely liked it, approved its purchase, and bought the first set of new parts for it.

Her interest is enhanced by being able to drive them on fine spring days and attending club events. While she doesn't hear them call to her in the same way, she tolerates bringing home the rusty hulks in anticipation of someday driving the beautiful sleek car that turns heads. I look forward to that part, too, but I also enjoy the process. Bringing them back to health holds a certain fascination for me and I wonder how they came to be where they are.

If only they could talk, I'd love to hear all about their lives. What were the people like who built them? Where were they first sold? What was their original owner like? What are all the places they have traveled to? How did these once valued possessions come to be abandoned in a barn? Most of the time, their previous lives remain a mystery to us. We get to enjoy their presence for awhile, and watch them shine once again. I give them time and money and attention. They give me an excuse to spend time outdoors, with fellow club members and with interested strangers. Not a bad exchange I'd say. ■

AT FULL CHAT (cont.)

As we drove these two ever-so-British tourers along the pristine Cape Cod beachfront bastion of Mayflower descendants, local motorists showed their appreciation with a discreet tap on the horn button or momentary flash of the high beams. The first British immigrants may have landed at a place called Plymouth...but, when automotive heritage is involved, it is obvious that MG and Jensen have the right DNA!

—Harry Newton ■



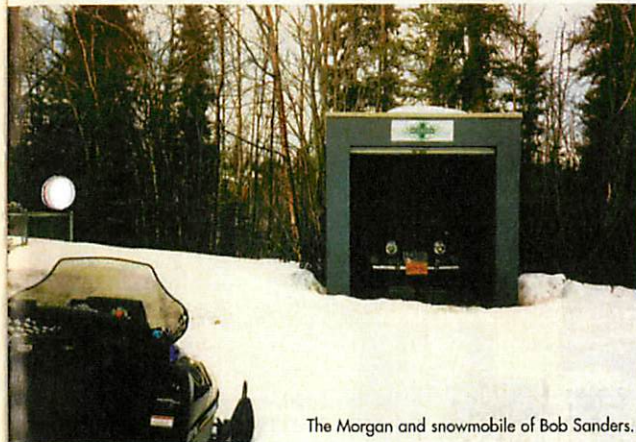
LETTERS (cont.)

For all of you in more temperate climes, here's a photo of my 1964 Morgan 4/4 Series V competition car coming out of hibernation in Alaska on May 1. She hibernates from October to mid-May in a modified Connex (shipping container). My everyday transport is at the lower left—A snowmobile!

—Bob Sanders, Anchorage, AK

...and continuing our winter theme here's a shot of Robert Willander's 1972 MG 'Snowplow' Midget outside his garage in Alton Bay, New Hampshire.

The Robinette's MGB.



The Morgan and snowmobile of Bob Sanders.

Bob Sanders



Robert Willander's 'Snowplow' Midget.

I guess my wife must be one of those "true sports car drivers" I've been reading about in *Moss Motoring*, as she has literally taken the top off and thrown it away from her 1973 MGB! It became tattered, and some two years ago we removed it, frame and all, and installed the hardtop with every intention of ordering a new top from Moss. We live in the mountains of Southern California (about 5500 foot

elevation) and sometimes have pretty severe weather, including snow. However, at the first hint of spring-like weather the hardtop comes off and is tossed on the porch until I insist on putting it back on the following winter—usually after the second or third snowfall. Even then, she gets mad at me!

She drives the MG daily and makes light of weather problems. She says, when it rains, "If you go faster, the rain blows right over the top of you." Our town is small and blessed with many curvy mountain roads and her topless British Racing Green MG is a common sight and is sometimes the talk of the town, as it flashes by in all kinds of weather. One day last winter with heavy fog and snow flurries a lady at the market said, "Oh honey, you'd better put the top up!" My wife laughed and yelled back, "I don't have one!"

The top frame sits in the storage shed, with what's left of the old top hanging in shreds—some still clinging to the dried out duct tape that used to hold it together. Every time Moss has a top sale I offer to buy her a new one but she responds indifferently, "I don't need one." I used to think she was crazy. Now I know, she's simply a "true sports car driver." By the way, does anyone need a used top frame?

—Tim Robinette, Idyllwild, CA

I want to thank you for a fun day at British Wings & Wheels at the Santa Monica Air Museum. It was a beautiful day, complete with great cars and fantastic vintage airplanes. I've always wanted a photo of my MG TD next to a Spitfire and you guys made it possible!

—Don Kosup, Vintage MG Club of Southern California ■

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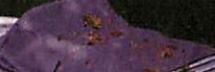
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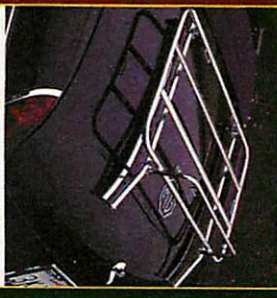
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