



# British Motoring

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***● Pull Out Events Guide  
Supercharging Your MG  
The First TRs In America***

**MOSS**

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*On the Cover:* Daryl Verkerk stopped his MGA Twin Cam long enough from competition at the Monterey Historic Races for some glamour shots. The racing at Laguna Seca has become a summertime tradition. For event information, turn to the special "pull out" events guide in this issue.

*Photo by Alan Paradise*

*On this Page:* Nothing says beauty and elegance like the symbol of Jaguar.

*Photo by Alan Paradise*

*Mystery Car:* Last issue's Mystery Car winner is Bob Cataldo of Chico, California. Bob identified the make and model as an SS Swallow. "Some called it the Standard Swallow, while other say the Standard Special. The Germans settled the controversy in WWII. The car company went on to become Jaguar. Never again to use the term SS." Explained Bob. Next issue of British Motoring will feature a Legacy of Jaguar.

# Steering Wheel

## A SPECIAL ROMANCE

By Alan Paradise

Without them, there would be no passion. There would be no need for winding country roads. No reason for driving caps and water-resistant parkas. No longing for early spring drives. They are our beloved British sports cars.

From the fundamentally basic early MGs, to the much maligned, yet innovative Triumph TR7, every British two-seater delivers a special emotion. An elusive quality automakers from around the world have yet to capture or recreate. For all their faults, all the quirks, creaks, and tendencies for unreliability, there is a heart and soul housed within all the alloy, leather, rubber and wood that captures and holds us in check.

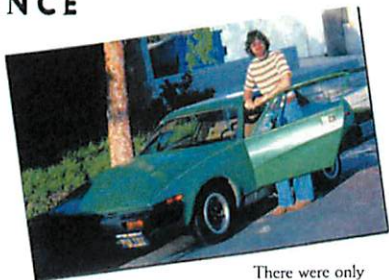
With all this going for us, why is it we expend more energy recounting the downside of our automotive selection, rather than singing their praises. Perhaps it is because we have such an affinity for these marques, that we are the only enthusiasts that can relish in their shortcomings. We can exclaim with glee about the transmission that went south in the middle of nowhere. The electrical system that ignited the instrument panel. A broken radiator hose that escalated into a warped head...and so on.

At the time any of these things happen, we have been ready to swear off British cars, once and for all. However, by the time the repair was hardly underway, our conviction has, once again, changed.

So strong is the affection for British sports cars that automakers from America to Japan have been working the formula in an attempt to bring back the magic.

The only manufacturer to come close to reaching the same level of heart and soul has been Mazda with its MX-5 Miata. Although we must, we are reluctant to acknowledge the accomplishment of an Asian automaker.

Recently, I came across the sales contract and a photo of my first British sports car. My personal addiction started in 1978 with a Triumph TR7. That's right, "the shape of things to come." I recall driving past the British Leyland dealer everyday on my way home from work. I had always wanted a MGB, but the timing never seemed to be right. I stopped at the dealership about a dozen times over a six-month period. I liked the MG models, as well as the TR7.



There were only two problems; the price and the power. Being in California, smog laws required TR7s to come with a single carburetor. TR7s in some other states were available with dual Strombergs carburetors.

It was an ideal spring evening when the sales manager called to inform me that he had just received a 1977 TR7 in trade. The car came from West Virginia and was not required to have the California smog equipment. I quickly dashed the six blocks from my residence to the dealership. There, waiting for me was a bright Java Green wedge. I jumped in the car and screamed off for a test-drive. I whipped the TR7 around from left to right, slammed on the brakes, did a few jack rabbit starts, and promptly fell in love.

I wanted the car, but still needed to get the dealer to back off on the \$5,100 price. As fate would have it, the dealership was willing to deal and sold a TR7 that evening.

Over the next year, my Teezar required several electrical repairs, new dampers, and suffered a warped head due to a blown head gasket and overheating.

Today, despite my better judgement, I still love the TR7. It was the model that made me put aside my affinity for Corvettes, and turn me onto small, intimate sports cars. All of which has allowed me to become the new editor of British Motoring.

Like most of you, I do not look with disfavor on the mechanical failure of my British made car. I wear the repairs like a badge of honor. We have all proven that our love for the heart and soul of British cars far outweighs any inconvenience they have caused. ☺



# Letter Box



Your magazine is a real delight, especially to someone like myself, who has once again acquired a 1960 MGA to replace one destroyed in a serious crash in 1962...dissipated youth and all that. I'm enclosing a photo 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. I hope that you'll be able to find a spot in MOSS MOTORING for our "Maggie." I'm especially fond of the fall colors I was able to capture shortly after I took possession of her in 1998. By the way, that's my wife Evelyn in the photo. I'm pleased to report that she's getting into the spirit of MGA motoring, and we're looking forward to an excellent summer of driving the many scenic roads in beautiful British Columbia and Washington State. And, yes, we've already developed the habit of waving and flashing our lights at kindred spirits on the highway. Somehow it seems to be the natural thing to do.

Allan Markin  
Penticton, B.C. Canada

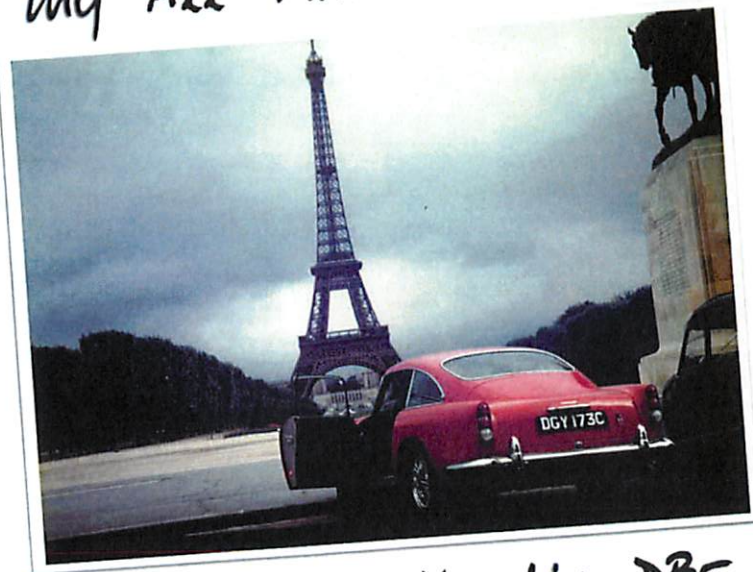
Regarding John Sprinzel's article, the Sebring Sprites in the 1999 Winter edition of Moss Motoring.

This article very nicely cleared up a minor confusion I had regarding Sebring Sprites. In the 1980s I raced my 1964 MGB in VARA vintage race events in Southern California. There I met and enjoyed talking to Herschel Silverstone about his 1959 Austin Healey Sprite. I was impressed to learn that it was an ex-works car that had run at Sebring. However, I was always a little puzzled by Herschel calling it a Sebring Sprite. Surely a Sebring Sprite had to wear a Sebring bonnet (hood), which set the headlights in the fenders, and was a great improvement on the original "bug eye" look. In an earlier time in England I had myself owned and greatly enjoyed a 1958 Austin-Healey Sprite. As an avid motor racing fan I followed with great interest his exploits of John Sprinzel's famous Sebring Sprite race and rally cars. A regrettable road accident in 1961 caused extensive damage to my Sprite's bonnet and I decided to make a virtue out of this necessity and replaced my badly damaged "bug eye" bonnet with a new and beautiful Sebring Sprite bonnet. This bonnet was purchased from John Sprinzel's workshop in Lancaster Mews, London. I was delighted with the improvement in the car's appearance (see the B/W photo enclosed). After purchasing and fitting a Sebring Road cylinder head and tuned exhaust manifold for improved gas flow and a swaybar to help the handling, I proudly, and perhaps presumptuously, thought of my car as a roadgoing Sebring Sprite. It

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My All-Time Favorite...



...the Aston Martin DB5  
by Harry Newton

By the time this appears in BRITISH MOTORING, the Car of the Century will have been named, selected by a panel of experts from all around the world. It is embarrassing to admit I was not among the top 132 journalists who devoted part of the last three years to making the selection. Some of the nominees were, to be charitable, inane. My prediction is that the final choice will be from one of the following trio: Ford Model T, VW Beetle or Austin/Morris Mini.

The Mini would get my nod, but not because of any Anglophile bias. My rationale is that 80% of today's automobiles are front-wheel drive, have transverse-mounted engines and are examples of superior space-utilization, and that means the Mini had a greater influence on the world-wide industry than have the other finalists. Since 1960, Mini emulators have accounted for more passenger cars than the mere 50 million combined units

represented by the VW and Ford Model T. The Toyota Corolla, a car that in my opinion is without merit, was being bruited about as another possible winner. No matter what car is named as the winner, please, oh please, don't let it be the Dodge Viper. But fair warning, some journalist/panelist do nominate that caricature for the honor.

So, how does the above relate to my choice of the Aston Martin DB5 as my lifetime personal favorite? Does it mean that I would have voted for this or any other Aston Martin as CoC? First off, favorite is not synonymous with most important. The former is totally subjective, while the latter at least has the connotation of objectivity. And, in defense of the nominees, I did own a Beetle-based Karmann Ghia back in 1958, and several Minis have put smiles on my face over the years. Not only was the DB5 a car that pleased me aesthetically, ergonomically and, most definitely, performance-wise, the circumstance

of its having found its way to my garage also was one of my more pleasant memories from a half-century in the automobile business.

I was employed as a salesman by Inskip in late 1963, and was promoted to retail sales manager in January, just in time to manage our presence at the 1964 New York Auto Show (Rolls-Royce/Bentley, Aston Martin, BMC, and Iso-Rivolta). After the show ended, company president George Jessop rewarded my efforts with a one-week, all expenses paid trip to Puerto Rico. My wife, Betty, and I had a wonderful time.

By the time of the 1965 auto show, Gus Ehman had replaced George as company president. Rather than set my sales objective just a bit higher than that of the prior year (\$50,000), Gus quintupled it...and that was when a new SC III listed at \$20,000, an Aston Martin cost \$13,000 and an Austin Healey went for around \$3,400. At the black-tie Champagne preview, Ned Herzog, of Lazard Freres, purchased a couple of

our separate ways. During the coming days, we revisited Newport Pagnell, staying at the Swan Revived and enjoying Happy Hour down the lane at the Canon Bar with Fred Hartley, Roy Bamford and other AML staffers. We also went to Abingdon where we had lunch with John Thornley and the MG management. Rolls Royce hosted several lunches in London and we were kept busy most of the time. Our evenings were divided between elegant dinners, nightclubs, private gambling clubs and the theatre...sometimes all in the same evening.

One night, we dined with the Heggies at the Green Man Inn near Silverstone, where four bottles of wine seemed just enough for the four of us. To our dismay, when we returned to the Swan Revived, we found the hotel as impregnable as Fort Knox and were obliged to settle down for the night in the DB5 in the adjacent car park.

Of all our wonderful experiences, Le Mans had to be the best. We drove to Dover, survived a rough



Rolls

Royces, an Aston Martin shooting brake and a Princess 1100, a sort of glorified MG 1100. Then, Farnum Spicer and Bob Akin ordered matching BRC DB5 Vantage coupes...and so it went for the entire ten days of the show. This time the prize was no one-week trip to the beaches and casinos of Puerto Rico, but three weeks in England, where we would visit those appropriate factories and do some touristy stuff, as time allowed. For our ground-transportation, I ordered a Fiesta red DB5, trimmed in red-piped black leather. Options included three-car hubs, headrests and fog lights, plus air-conditioning, fender-mirrors and a good AM/FM radio. The car was completed in April and Steve Heggie, Aston Martin managing director, personally ran it in for 2,000 miles before our arrival in early June.

This was our first trip to England, and, after a night at the Dorchester, we drove to Newport Pagnell with the Spicers, who had ordered their DB5 for factory delivery, as had we. I admit getting a kick out of being on hand for the delivery of a car that had been ordered months earlier at the New York show. Our British registration tags were consecutive, DGY 172C and DGY 173C. After a quick tour of the factory, it was a Saturday, we went

crossing to

Boulogne and motored briskly indeed to Paris, where we booked a modest hotel room and sampled the local cuisine. Early the next morning, we visited the local Aston Martin dealer, Garage Mirabeau, where we picked up some powerful credentials that Roy Bamford had been able to organize for us. Driving in France was even better than in England, and I greatly enjoyed dicing with a Porsche all the way down from Paris to Le Mans. For the race, our vantage was a lavish hospitality booth directly above the Shelby Cobra working pits...where caviar and Champagne were on tap throughout the 24 hours. Following the race, we spent a couple days driving to Calais via Fougere, Mt. Ste. Michel, Deauville and St. Valery sur Somme, growing ever fonder of Normandy along the way. An al fresco lunch of moules marinières at a beach-front bistro at Cabourg remains one of lifetime's most memorable dining experiences.

Be assured that the Aston Martin DB5, with its Tadek Marek DOHC six, its ZF five-speed gearbox, Connolly leather seats, and flawless aluminum coachwork, was an incredible machine. But, in all honesty, had we spent that fabulous month with an MGB, Morris Minor or Trabant, then that car might now be my all-time-favorite. ☺

# THE FIRST TRs IN THE U.S.A.

By Bill Piggot



Photo Courtesy of Jens Konrad

During the winter of 1952/53, from the ashes of the hastily assembled and ill-received 20TS prototype, came Triumph's successful TR2. As is well known, the first two production cars, commission numbers TS1 and TS2, were built in July 1953. TS1 was dispatched to Montreal for display at the forthcoming Canadian Motor Show, while TS2 went to the Irish Republic for the Dublin Show. These two TRs were hand assembled, as the production line had yet to start. Production finally staggered into action on August 10th 1953 when TS3 was built. Though, in truth, it could as yet hardly be called a production line, only eight cars were completed during the remainder of the month of August. An assembly worker at Triumph during the period, whom I encountered some years ago, told me there was quality control problems on the first cars, mostly with poor body panel fit, as well as shortages of many vital components. Triumph had originally planned to build 1,000 cars by the end of 1953, but by the end of that year only 301 were made – with nearly half of these completed in the month of December. By which time they had finally got things right.

Triumph's priority to the American market (particularly the sunny, movie star rich state of California) was demonstrated in the fall of 1953 by the arrival of the first production TRs, (numbers 3,4,5, and 7) to Los Angeles. All four cars were received by Dorothy Dene's Cal-Sales organization. On, or about the same time, a pair of the early Swallow Doretts were delivered to Cal-Sales – as Dorothy Dene was instrumental in the creation of this hand built, TR2 based sports car. Indeed the very name Doretta was a kind of pun on her name, with the added Italian flavor.

One assumes that Cal-Sales held onto the first

few for several weeks, as they were used as demonstrators and showroom exhibits. With the production difficulties back in Coventry, the U.S. versions of the TR2 were to be in short supply.

A big launch for both these new British sports cars was planned for early January 1954 – a joint promotion between Cal-Sales Inc. and Standard-Triumph's export division. An exhibition featuring the cars was set up at the Embassy Hall of the Ambassador Hotel, Los Angeles, opening on 7th January 1954. A lavish display was mounted under the impressive crystal chandeliers, with floral displays, a black TR2 on a turntable, four other TR2s, two Doretts and even an exhibition TR2 rolling chassis/engine provided by Standard-Triumphs. Giant TR2 and Doretta medallions, woven from flowers, hung above the cars. The entire assembly made for a most impressive sight.

A considerable number of orders were taken during this event, more in fact, than Triumph would likely be able to fulfill. The Doretta suffered similar success. As to the actual identities of the cars on display, to some extent it must be conjecture. But, bearing in mind the actual shipping time from Coventry to Los Angeles. It is doubtful the cars were airfreighted out and there was only a pool of a very few vehicles from which the exhibition cars could be drawn. I have been told and have previously written that numbers 3, 4 and 5 were all present; if so, the Ceranium red car in the foreground in the accompanying photograph could be TS3, although the trim looks the wrong color, laying some doubt to my mind. Note that sunvisors have been added to this vehicle. This was never a production option. The photograph of the exhibition reproduced here, unfortunately, does not possess the most faithful of color rendition. The

car on the extreme left is uncertain. It looks to be a sort of beige, yet this was not a listed color. It may be white, which the color rendition showing is a beige tint. Either way, it is unlikely to be TS4, which was white, as TS4 had a Ceranium soft-top, and this car clearly has a white one. The first white car with a white hood that went to the U.S. was TS17, but then if the white hood shows up as white in the photo, why doesn't the white paint do likewise? Maybe the car really was a beige color, and had simply been repainted by Cal-Sales? Possibly Dorothy Dene could enlighten us? Similarly, I now doubt that the Ice Blue TR2 on view is TS5, for this had Ceranium trim, and the tonneau cover on this car is clearly also Ice Blue. The first Ice Blue cars with Ice Blue weather equipment that came to the U.S. were three identical vehicles built on the 3rd and 4th November 1953, numbers TS70 to TS72. There would just have been time for these to reach Los Angeles by sea prior to the exhibition, making one of these the most likely candidate.

The first TR2 to be finished in Black

than 50 TR2s were ever made in this color which was always unpopular, but the first two cars in Yellow with Blackberry trim were TS43 and 44, both of which were dispatched to California in late October 1953. No further cars to this specification were built in time to have reached California by the start of 1954, so the car photographed must



Photo Courtesy of "The Standard Car Review"



Photo Courtesy of Heritage Motor Company

was TS49, sent to Hong Kong at the end of October 1953. The first black cars with Ceranium Red trim to come to the U.S. were TS53, 55 and 57; so again, the car on view is likely to have been drawn from this batch. As to the remaining TR in the picture, the one to the right and rear of the Black car, this looks to be finished in the infamous Olive Yellow color with dark trim, probably Blackberry. Fewer

logically be one of these two.

Finally, on the right of the picture can be seen a further Triumph enigma, the exhibition rolling chassis. Only one such was built (TS20) and it was displayed at the London Motor Show in late October 1953. It was left hand drive and likely shipped to California after it was no longer required in London. I have heard a rumor that for a period in late '53 it was displayed at Triumph's Central London showroom in addition, but no photographic evidence for this has come to light. Following its display in Los Angeles, what happened to this chassis? Was it ever bodied, or did it gather dust in a corner for some time before being cannibalized to provide spare parts? If anyone knows, I'd be glad to hear.

One or two other points that this historic photograph reveals are that several of the cars appear to be wearing polished rim-embellishers, and that none of them has knock-on wire wheels, despite these being listed as an option right from the start of production (the first car known to be

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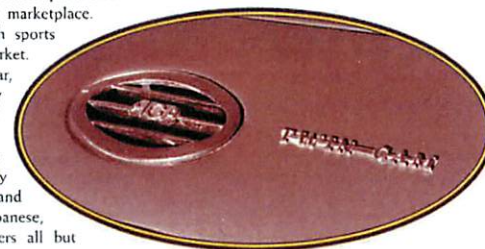


# Vintage Racer



As we all have come to know, British sports cars defined an entire automotive marketplace. In the not-so-distant past, British sports cars dominated the two-seater market. Models from Triumph, MG, Jaguar, Lotus, Morgan, and Austin Healey could be seen on the streets of America and throughout Europe on an every day basis. Over the decades, the numbers slowly decreased as production problems and increasing competition from Japanese, German and American automakers all but forced the closure of British motorcar dealerships.

As uncommon as a British sports car is today, in its heyday, nothing could stir the soul like a drive in a good old English open-air two-seater. During the most popular years from the late 1950s to the end



Here's a rare badge. This is the mark of a MGA Twin Cam. Located on each side of the hood, each identifies that this is one of only 2,111 units produced from 1958-1960.

of the '60s, the sound of the tuned exhaust, the stiff clutch, rigid steering and unforgiving ride were all part of the mystique.

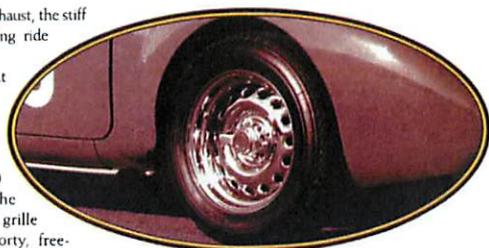
Of all the special cars that came across the Atlantic during the 1950s and '60s, the MGA remains one of the more legendary, not to mention desirable. With close to 100,000 produced from 1955-1962 the sensual bodylines and novel front grille made the car a symbol of a sporty, free-spirited lifestyle. The MGA never claimed to be quick, in fact it was dreadfully slow in comparison to Corvettes and Thunderbirds of the day. It did, however, possess a certain style and grace which made it a popular touring vehicle. It had romance, creating a love affair bond with the driver.

Throughout the model run, a handful of MGAs were built to fill the performance void created by upstarts from America, Germany and Italy. These were designated as MGA Twin Cam sports cars. Equipped with a 1,588cc engine and dual carburetors, the Twin Cam was a race-bred vehicle in street clothes. Numbers were extremely low as MG built only 2,111 Twin Cams from 1958 through 1960. This compares with 32,000 Corvettes built over the same time.

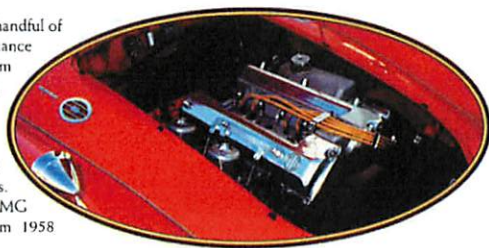
While much of the Twin Cam engine was based on the original MGA, by the time production began, it had become a specialized car. In fact, the final product had little engineering resemblance to the standard MGA "B" series engines.

As time progressed, and MG introduced the Midget in 1961 and MGB in 1962, the MGAs became expendable. Many found refuge in the inventory of visionary collectors. But, by 1965 American buyers were being bombarded by sporty cars from General Motors, Ford, Porsche and Fiat. Even as a used sports car, prices were soft and the car was considered antiquated.

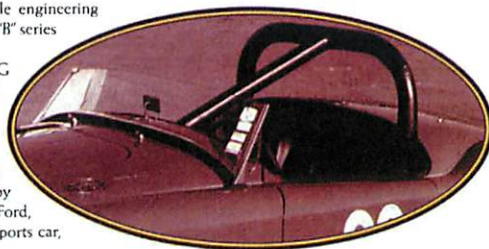
By the time the gas shortage



The original 5.90x15 tires have been upgraded to modern Michelins. This is an allowable substitution for safer track and street conditions.



Under the hood sits the unique 1588-cc DOHC engine. The alloy head was designed much like the Jaguar with valves opposed at 80-degrees from vertical. Duel S.U. carburetors supply induction. Horsepower is rated at 108.



Verkerk added a roll bar, a safety requirement for vintage racing. The unit is designed to be removed for street driving.

came around in 1973, MGAs were all but forgotten pieces of automotive history. The influx of Japanese sports cars, namely the Datsun 2000 and 240Z and Mazda RX7, all but put an end to the entire British sports car reign.

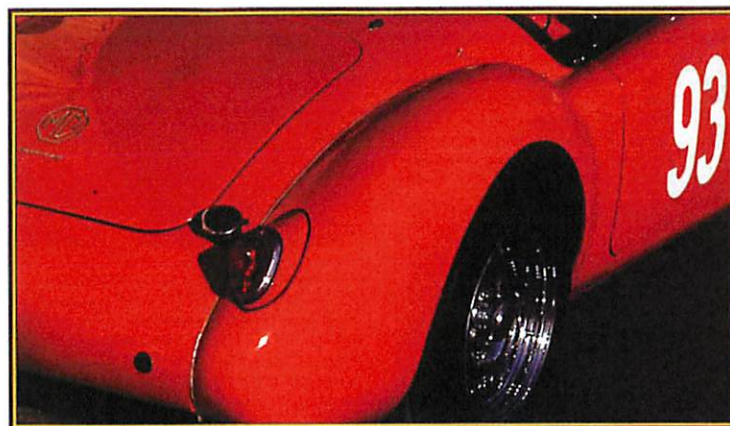
During these dark ages for British sports cars, many of the 2,111 Twin Cams were lost to uneducated consumers and disinterested car buffs. Youthful owners altered some MGA Twin Cams, unaware of the future historic value these cars would someday have. While others were parted out due to earlier neglect.

A few racing seasons back, I caught up with one MGA Twin Cam that survived. It belongs to

that most of the original equipment was still on the car. Of particular interest was the engine. Wondering if it had been rebuilt, he decided to have it disassembled and rebuilt using factory components. Much to his amazement, the factory 9.9:1 pistons were still in place. In fact, the entire engine was original and unchanged.

Daryl sought the advice of noted vintage car experts Butch Gilbert of Westley, California, and Jim Alcorn of La Jolla, California. They both verified each step of reconstruction.

Precise attention to original detail was important because Daryl was going to enter the car in vintage and historic racing events. Under the rules of most historic



Daryl and Paula Verkerk of Stockton, California. The central California couple acquired the car in 1978 from a relative who purchased the car during the height of the MGB and Midget marketing invasion. The previous owner had never pampered the car. After a number years as a daily driver, the Twin Cam MG was used less and less, leading up to a period of time where it was haphazardly put into storage.

This is where the Verkerks come into the picture. Upon receiving clear title, Daryl researched the history of the car. He discovered it was constructed by MG between May 22 and May 25, 1959. The only factory option installed was a heater.

During restoration, Daryl was delighted to find

racing commissions, to qualify, every aspect of the car must be as it was when it last took to the track as a contemporary racecar.

Every component on the car is 100-percent original with exception of the paint (factory color) and upholstery (factory pattern).

Daryl and Paula have entered their restored Twin Cam in a number of prestigious events, including the Monterey Historic Races. The car has also received many awards at MG and British concours events. When not on the track or in shows, Daryl and Paula use the car for weekend drives and an occasional trip around town. They are doing more than their part to preserve a rare piece of automotive history. **D**

WORLD CLASS



# Road Rallying

By John Sprinzel

So, what's this rallying all about? A little while back Denise McCluggage, my journalist and competition driver pal, wrote a very thoughtful article in *AutoWeek*. She had just visited a World Rally Championship event in Europe where back in the sixties, we had both driven factory Mini Coopers. This had given her a very clear comparison of Rallying then and now. As I read her piece, I wondered why the United States, with a good proportion of the world's car production and a great many serious motorsports enthusiasts, seems to be so unaware of rallying at the international level. It is true that the very severe motoring restrictions on U.S. roads discouraged any real form of rallying, even during the fifties and sixties when the Golden Age of the sport flourished so successfully in Europe. In those distant days, there was very little traffic in the more remote parts and this allowed virtual road races to be held on public roads. Events such as the Coupe Des Alpes, took the best part of a week, and covered many of the highest and roughest passes of the French Alps and the Italian Dolomites. The target times for these stages were revised every year, based on the fastest time achieved by any competitor during the previous event. To manage all the stages without penalty resulted in the award of an Alpine cup. While these were rare enough to be very coveted, a Gold Cup was awarded for achieving this feat three times in a row. Only two people ever achieved this honor – Stirling Moss in a Sunbeam and Ian Appleyard in his famous XK 120 Jaguar. The Liege-Rome-Liege Marathon, took four days and nights of non-stop motoring to travel from Spa in Belgium, to Yugoslavia and Sofia before the return journey, mostly through the 9,000 foot passes of the Dolomites and the difficult Cols of the French Alps before returning to Spa and Liege.

This event, run at staggering speeds on the open roads, attracted the cream of competition drivers from rally professionals to Formula One and Le Mans Sports Car drivers, who faced over 90 hours of non-stop driving in this challenging event. Normally, less than a dozen crews completed the rally out of the hundred or more whom had set out so hopefully so many days earlier.

The Safari Rally provided another fabulous road race, through the dusty mountain passes and muddy jungle tracks of East Africa and the results contributed more points to the European Rally Championship, forerunner of today's World Rally Championship. The Greek Acropolis Rally was another testing route with rough and dusty tracks to challenge the very best of the world's drivers. To take rallying to extremes, we had a few real marathons, in 1968 the ten thousand miles from London to Sydney Australia, via Europe, Turkey, Iran, Afghanistan, Pakistan and India (imagine even driving that route today!). Then the one I organized in 1970 from London to Mexico, driving around much of Europe, shipping the cars from Lisbon in Portugal to Rio De Janeiro in Brazil, before circling South America, and driving up through Central America to Mexico City. Sixteen thousand miles and only about seven rest halts (without assisted car servicing) throughout the route.

In those pioneering days, factory servicing was in its infancy, and cars were built to last the distance with the very minimum of attention. One was very lucky indeed to meet a service crew more than once or twice each day, and to change tires was almost unheard of. Indeed on some rallies there was a penalty for changing tires that were not carried (and marked) in the competitors' cars. The idea of changing a transmission or suspension would have been ridiculed, and the first time this occurred, to my recollection, was on an early

sixties Safari. The leading Ford Anglia driver changed his gearbox in twenty minutes, after a team of mechanics had rehearsed this task, at the roadside, for several hours before the rally convoy arrived. I recall finishing a Safari in a privately entered Mercedes with quite a good placing, having changed just one tire, which had punctured while leaving the penultimate control point of this three day event.

With the sudden huge increase in car ownership in the mid 1960's, even those roads which we had considered remote, became fairly busy with motorists enjoying this new-found freedom to travel and those magnificent events became impossible to stage. For a while, organizers hired the police to control the road junctions on the route, and to close as many of the testing stages as possible. When this



became prohibitively expensive, the sport of rallying was changed almost beyond recognition. First of all, the "meat" of the event was concentrated into a dozen or so short "special stages" each day. Nights were spent in hotel beds, and a three-day format was chosen to suit the TV schedules of each country.

While some of the old events were retained such as the Monte Carlo Rally, the Acropolis, the British, Scandinavian, Portuguese, Spanish and Italian events, competitors of old would hardly have recognized the format. Spectators however, loved it, and turned up in hundreds of thousands to crowd the hillsides of these tricky sections. Sponsorship – virtually non-existent in those bygone days, was now in the forefront, with cars and crews looking no different from NASCAR, Cart or Formula One drivers hidden under a blanket of advertising badges. Practice was now easily possible with only a couple of hundred miles of test motoring, and the straightforward linking road sections providing ample time for service crews to rebuild the highly specialized four wheel drive race cars which now formed the bulk of the competition. In the early days, cars were regulated to be virtually standard, and any developments had to

be introduced into series production. Factory teams looked like – and were essentially identical to the cars Joe Public drove, and upwards of eighteen car manufacturers entered competition to improve the image of their product.

Today's cars bear very little relationship to the normal product, save perhaps in silhouette, they have every modern gizmo from sequential gear shifts, fly-by wire accelerators, incredible braking systems, various forms of traction control, and plenty of turbocharged power from their two liter motors. They tend to be built far from the factories which they publicize which are mostly Japanese although the French – with Peugeot and Citroen, the British Ford Focus team, German Volkswagen's SEAT and Skoda variations, and now Korea's Hyundai team, are also taking part.

As well as huge galleries of spectators, the television crews are out in force, and each country covers the event in a very expert and enthusiastic manner. Rallies in Australia, Indonesia, China, New Zealand and Argentina have been added to the list, and it is now truly a "World Rally championship" with skills and engineering obviously at the very pinnacle of motorsport. I still feel a little sadness that today's



young aces have never had the thrill of tackling the huge passes of the Cavis, the Stelvio and the Vivione, in Italy. They haven't battled over the Tot Escarpment's boulders in the Northern Frontier District of Kenya, or struggled to maintain impossible average speeds over the notorious Quatre chemins stage in the foothills above the French Riviera.

Now, they will run a round in the United States in Colorado in June, and hopefully this will become part of the world Rally Championship series in 2001. Then American enthusiasts will get a closer idea of the fabulous sport that is real rallying, without the stop watches and regularity sections of the home grown events more usually associated with the name "rallying" in the USA. **B**





## TALES FROM BERKELEY SQUARE

By Paul Richardson

After my training period as a receptionist at Western Avenue, A.G.'Jock' Brown, the Sales and Service Manager of Standard Triumph London, decided I was fit to be transferred to the company Showrooms at 15/17 Berkeley Square W1.

There were about six Sales Representatives in the showroom at any one time and working in Berkeley Square carried with it a certain ambience. The Rolls Royce Distributor 'Jack Barclays' was next door on one side and 'Berkeley Square Garages,' the well-known Standard Triumph Distributor was on the other.

It's necessary for a bit of 'job description' here to avoid confusion. We, at the manufacturer's showroom, were only concerned with selling to the export market, we could not sell to customers in the UK. As company representatives, we advised home market customers on the product range and then pointed them in the direction of the nearest distributor or dealer in their home area. We also dealt with sales to the Diplomatic Corps.

Jock Brown, our boss, was a true gentleman of high moral fiber, and he knew the motor trade inside out. One of his 'bete noirs' was a complete disdain of what he called 'back handers' in the form of 'tips' from customers or 'commissions' from home market dealers for sales introductions. If Jock found out any of his staff had taken 'a bung', instant dismissal resulted.

I hadn't been at Berkeley Square long when I noticed, from the large glass windows spanning the front of the showroom, some of my working colleagues and those from the next door

showrooms, appeared to be having clandestine, lunchtime meetings with people in the large grassed area of the Square just over the road. They would walk nonchalantly into the square and make for one of the large trees from behind which doubtful characters in trilby hats, loud ties, and dark sunglasses could be seen trying to look inconspicuous. The inevitable meetings took place behind the trees. It wasn't long before I realized that brown envelopes were changing hands and Berkeley Square was the West End bung delivery



point for the retail motor industry. Did I get in on the act, I hear readers ask? Let's put it this way, I explored all the avenues of remuneration connected with my job very thoroughly.

Jock Brown made several surprise inspection trips from his base at Western Avenue. He was a stickler for tidiness and no matter if the showroom was full of customers who'd covered cars in fingerprints, Jock would pick a well fingered example, call the nearest member of staff over and retort, "This car's a bloody disgrace to the company laddie, get these finger marks off." He would also open the bonnets (hoods) on any Herald, Vitesse, Spitfire or GT6 to make sure the wheel arch sealing rubbers weren't crimped. There was also no excuse for personal untidiness like scuffmarks on shoes, odd socks, lipstick on collars or dirty shirt cuffs.

In those halcyon days in sixties London, we seemed to sail through life and work was as much fun as the social attractions. I will always remember an American customer who'd come to collect a TR4

with his wife. He was a retired Lawyer from Chicago. When I'd finished all the paperwork he asked me, "Where can we have some fun in London son?" I naturally avoided mentioning the dubious delights of Soho and named several top restaurants and the major sights of London. He replied, "Listen son, we've got a night-club in Chicago called 'The bucket of Blood' and if you go in there without a gun they give you one."

During our general duties, besides selling to the export market on the Personal Export Scheme, we were trusted with dealing with the Diplomatic Corps which involved meeting Ambassadors and other high ranking officials from Embassies. There were many aspects of selling to Embassy staff that were quite complicated and warranted diplomatic procedures and special specifications. But, now and again, things went wrong and cock ups were made - especially with orders emanating from overseas.

I was sitting at my desk in the showroom one day when an extremely important diplomat called "His Eminence, The Metropolitan of Tatra" arrived with two henchmen carrying brief cases. His Eminence was dressed in a long colorful robe, wore a highly decorative 'Fez' and was armed with a cane handled, horsetail fly swat. To all intents and purpose he resembled a psychedelic version of the

Pope. His Eminence was a most unassuming, polite and charming man. After seating the entourage at my desk, His Eminence announced that he'd come to collect a new, white Triumph 2000 saloon to a very particular continental spec. After offering the usual comforts, I excused myself and went upstairs to the admin office to collect the document folder and paperwork.

When I arrived back at my desk and opened the folder marked VIP (very important person), I noticed that the car waiting for him at the Western Avenue delivery section was a white Triumph 'HERALD'!

### TIME TO PASS THE BUCK

Without ringing Western Avenue, (to keep the cock up under wraps so it could be passed on undetected to someone else), I thought for a millisecond and said to His Eminence, "I feel our Sales Manager would doubtless enjoy the opportunity to meet his Eminence and deal with the delivery of his new car personally." (Diplomacy). The Metropolitan smiled approvingly and I politely excused myself from his gentle stare and slowly walked upstairs and put the document folder back in the filing cabinet in the admin office. I then proceeded to Tony Jones-Lloyd's Office. Tony, a delightful guy, was our Export Controller at the time. I made no mention of the problem I'd spotted on the spec sheet, but



announced that "His Eminence The Metropolitan of Tatra" had arrived. I suggested that, as this gentleman was an extremely important diplomat, perhaps it might be politically correct if Tony, as our manager, dealt with the delivery personally (more diplomacy).

"Quite right" Tony retorted - as he fell for it. I duly collected the document file, presented him with it, and we walked downstairs to the showroom where I introduced him to His Eminence. I then politely excused myself - and went for an early lunch.

When I got back, Tony rose from a desk in the showroom, walked over to me and said, "We're in deep s\*\*t right up to our necks, I've dropped on a bugger's muddle here. We've built the wrong bloody car and everyone I've phoned at Western Avenue is trying to pass the buck."

"Whatever next," I said in a comforting and sympathetic tone. The usual reply from anyone on the other end of the phone at Western Avenue when cock ups like this came to light was, "Good God! Well, were all in this together lads and we'll put it right somehow - ring 'so and so' at Coventry - and don't give anyone else my phone number."

The problem was resolved, when a white Triumph 2000 was found at Coventry, converted to the correct spec overnight and delivered to London the next day.

#### THE GREYHOUND

One day, Terry Clarke, from the admin office upstairs, decided to buy a dog from the Battersea Dog's Home. He obtained a greyhound which, after a couple of days, seemed somewhat off color, so he brought it back to the showroom one morning pending a lunch-time visit to the Battersea Dogs home Vet. He settled it down in his office with a reassuring pat, and left the showroom for an hour or two on business.

Later on a high pitched female scream resounded through the upper offices. Terry's dog had got up for a stroll, walked over behind his secretary, stretched itself and collapsed dead against the back of her legs. Brian O'Riley, the Export controller at the time, investigates the scream and the demise of the poor dog. Brian decided to remove the corpse to a temporary chapel of rest by placing it across the seat of number two trap in the gents toilet until he could arrange for a final resting place for the poor animal.

Meanwhile, my old colleague John Macartney, was down in the showroom trying to sell a lady a Triumph 2000 Estate. Her small son began to fidget, whilst pressing his hand to his bum in a manner of extreme urgency. John took the young boy upstairs and through the outer door of the men's


room, whilst mum waited outside, and pointing to the two loo doors said, "You can use either of the two toilets you wish young man." Just as John put his hand on the outer door to join the boy's mother a, high pitched scream of terror rang from number two trap. The boy's mother burst through the outer door, which hit John square on the nose and knocked him into a daze. The lady burst into number two trap, and seeing the dead greyhound draped over the toilet seat with eyes glazed and its tongue hanging out, screamed blue murder herself, snatched her son and disappeared into the ladies room next door.

Brian O'Riley hears the second volley of screams and rushes out of his office to be confronted by a semi conscious John Macartney, struggling to remain upright whilst swooning about outside the men's toilet holding a bloody handkerchief to his nose.

"What the bloody hell's going on Macartney, have you been fighting again?" bellowed Brian. "Snot - snis - snime - bwian" John retorted, - his articulation somewhat impaired by the two fingers he had stuck up his nose through his handkerchief to stem the flow of blood. John, still unaware of the dead greyhound in the loo, began mumbling the reason for being at the loo door. Brian interjected "Oh Dear - oh dear, oh dear," whilst escorting John into number two trap to show him the corpse. "I couldn't put the poor dog anywhere else you see," continued Brian whilst explaining the dog's demise.

After showing due concern for John's swollen and painful hooter Brian concluded by asking, "By the way Macartney - did you sell the lady a car?"

#### THE NIGHTINGALES

In summer we were always extremely busy delivering cars to overseas visitors who'd ordered their cars abroad for delivery in London. One of the most regular requests we had from customers was to point out the famed "Nightingales" that sing in Berkeley Square. Now, anyone working in Berkeley Square will tell you that a Nightingale in the Square is as rare as a budgerigar with a glass eye. Bristling with cameras, overseas visitors would show such enthusiasm to take photos of the nightingales that we could not resist helping them. The bird that looks most similar to a nightingale perched atop the tall trees in the Square is the song thrush. I would therefore apologize, on behalf of my colleagues and myself, for the many photos in albums all over the world labeled 'A Nightingale in Berkeley Square' they were actually what we called 'Nightingthrushes.' 

# BRITISH MOTORING EVENTS CALENDAR

## MAY 2000

- 5-7 The Sterling British Motoring Society Bluegrass British Bash  
Lexington, KY: Del White 606-784-5874
- 6 British Car Show  
Townsend, TN: John Henriksen jhenriks@icx.net
- 6 British Motoring Club of Arkansas High Speed Run  
Newport, AK
- 6 MG Car Club Central Jersey Center Britfest 2000  
Horseshoe Lake, NJ: Elliot Ganek 973-376-0684 dsganek@aol.com
- 6 Vintage Sports Car Drivers Association VSCDA Spring Break  
Gingerman, MI: 616-949-8281
- 6-7 Northeast Ohio Austin Healey Club British Swap Meet and Car Show  
Richfield, OH: Jack Akers 800-334-6566
- 6-7 "Vintage Auto Racing Association, Moss Motors" VARA British Extravaganza  
Buttonwillow Raceway, CA: 800-235-6954
- 6-7 Nostalgia Racing Inc. NRI/Spring Sprints  
Pueblo Motorsports Park, CO: 303-456-2766
- 7 MGs of Baltimore, Ltd Car Club "Get the Dust Off" Rallye and Winery Tour  
Baltimore, MD: Richard G Liddick 410-817-6862 RGL2MGBGT@aol.com
- 11-14 Texas MG Register/Spring GoF 25  
Salado, TX: George Merryweather 972-429-6079
- 13 The British Motor Club of Southern New Jersey /British Motor Classics at  
Atalon Car Show  
Atsion, NJ: Ed Gaubert 609-751-3966
- 13 Lewes Chamber of Commerce British Car Show  
Lewes, DE: Betsy Reamer 302-645-8073
- 13 British Car Club of Greater Cincinnati British Car Show at Kentucky  
Scottish Weekend  
Carrollton, KY: Larry Hutchinson 606-781-2838.
- 13-14 Society of Vintage Racing Enthusiasts/SOVREN Spring Sprints  
Seattle, WA: Judy Buckingham 206-232-4644
- 13-14 South West Motorcar Sport SWMS Drivers School/Races  
NM: Janica Swope 505-878-8202
- 14 All British Show  
Dixon, CA: 916-783-7375
- 16 "Jaguar Drivers' Club Area 51, Inc./16th Concours for Jaguar and Other British  
Louisville, KY: 812-537-1701
- 18-20 Bluegrass Austin Healey Club Springthing 2000  
Louisville, KY: Mike Schneider 502-896-2832 mikebn2@win.net  
members.aol.com/BGAHC/springthing2000.html
- 18-21 Sportscar Vintage Racing Association/SVRA Vintage Races  
Road America,WI: Paul Bench 603-640-6161
- 19-21 Carlisle Import-Kit/Replica Nationals  
Carlisle, PA: 717-243-7855
- 19-20 All British Show  
Oklahoma City, OK: 405-722-0457
- 19-21 British Auto Club of Las Vegas/BAC All British Car Meet  
Las Vegas, NV: Mark Short 702-383-3881
- 19-21 Corinthian Vintage Auto Racing/CVAR 9th Marvelous May Races  
College Station, TX: Art Summerville 972-258-1987
- 19-21 Historic Motor Sports Association/HMSA Wine Country Classic Vintage Race  
Sears Point Raceway, CA: Cris Vandagriff 818-249-3515
- 20 All British Car Week 3rd Annual Opening Fest  
Montrose, CO: Susan Thompson & Ed Heinz 970-249-0163
- 20 Northern California Center of the MG Owners Club MGs at Jack London Square  
Oakland, CA: Bob Stine 650-349-5128
- 20-21 Rocky Mountain Vintage Racing RMVR Vintage Races  
La Junta Raceway, CO: Cattie Davis 970-586-6366
- 20-28 4th Annual British Car Week  
Scott Helms Trmgafun@aol.com  
members.aol.com/Trmgafun/britishcarweek.html
- 21 United British Sports Car Club All British Car Show and Swap Meet  
Dixon, CA: Chuck Yost 916-783-7375 charlesyost@compuserve.com
- 21 Central Ohio British Car Council British Car and Bike Show  
Columbus, OH: Tony Burgess 614-899-2394 BRITSatEASTON@aol.com  
members.aol.com/BRITSatEASTON/default.html
- 21 Richmond Triumph Register 8th Annual British Classic Car Meet  
Richmond, VA: Ken Nachman 804-527-1515  
KMNTR6@aol.com/www.tsquare.com/rr
- 26-28 Prairie Octagon MG Club & Central Illinois Triumph Owners Assoc.  
2000 Champagne British Car Festival  
Champaign, IL: Gary Brown 309-663-5372 GARYSMGB@aol.com
- 24-28 Visalia Road Races and Concours  
Visalia, CA 559-651-5025 www.visaliamotorsports.org
- 27 Rocky Mtn. MG T Register Abingdon Day  
Palmer Lake, CO
- 27 Delaware Valley Triumphs Ltd. Brits Are Back At Hope Lodge Ft.  
Washington, PA: Chip Krout 610-222-3914 Britcars@Pond

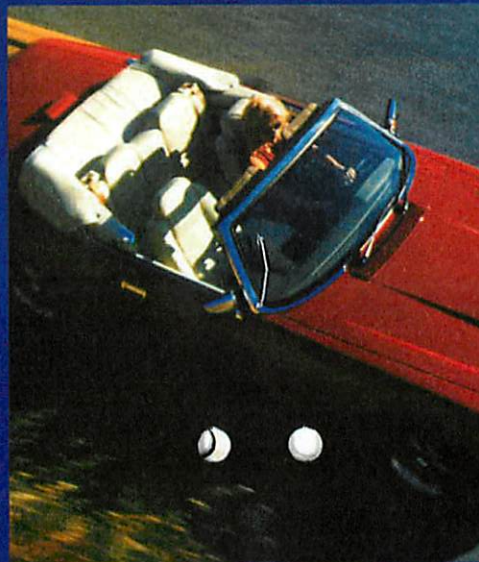
MOSS

1-800-667-7872  
www.mossmotors.com

- 1-4 "Historic Sports Car Racing Group, FL" HSR Watkins Glen Historic Races  
Watkins Glen Raceway, NY: 888-477-5999 www.hsrrace.com
- 3 16th Annual Marques on the Green  
Louisville, KY: Jim French 502-491-1517
- 3 All Houston MG Car Club HMGCC 11th Annual All British  
Motor Vehicle Expo  
Houston, TX: Ed Rosenquist 409-449-9029
- 3-4 Eastern New York MGA Club Dare to be British Car Show  
Lime Rock, CT: Jon Rubel 718-891-5776
- 4 MG Car Club of Western NY 29th Ann. Sport Car & Vintage Auto Festival  
Farmington, NY: Jeff Moulton 716-234-0482 jfmoulton@aol.com
- 4 Connecticut MG Club 13th Annual British Cars by the Sea  
Waterford, CT 860-482-6464
- 4 M.G. Drivers Club 5th Annual Red Mill British Car Day  
Clinton, NJ: Richard Miller 908-713-6251 Marfmil@hotmail.com
- 4 Huntington Beach Concours  
Huntington Beach, CA: 714-375-5023
- 8-11 GoF Mk 69  
Rutland, VT: 909-851-3030
- 9-10 MG Heartland MG Regional Committee Heartland MG Regional  
St Joseph, MO: Mel & Itsy Finch 816-941-8454  
members.tripod.com/kcmgccc/heartlan.html
- 9-11 Thunder Bay Vintage Sports Car Club Rendezvous 2000  
Thunder Bay, Canada: Roger Richards 807-473-4882
- 9-11 Vintage Auto Racing Association VARA Motor Trend Thunder  
Tustin, CA: 800-280-8272 vara@msn.com www.vararacing.com
- 10 British Car Day  
Mankato, MN: 507-387-2277
- 10-11 "MG Car Club, Rocky Mtn. Center" MGCC 48th Annual Rallye  
Glenwood Springs, CO: Alan Magnuson 303-391-8550
- 10-11 Historic Motor Sports Association HMSA Vintage Race  
Thunder Hill Raceway, CA: Cris Vandagriff 818-249-3515
- 10-11 Rocky Mountain Vintage Racing RMVR Vintage Races  
Pueblo Motorsports Park, CO: Catie Davis 970-586-6366
- 10-11 MG Car Club Long Island Center 7th Annual The British Are Coming  
Long Island, NY: David Deutsch 516-794-9004 DRDED@ix.netcom.com
- 11 Keystone Region MG Club 7th Annual British Motorcar Gathering  
Hellertown, PA: Michael Jones 610-865-3419
- 11 British Car Club of Western NY Eurocar Day 2000  
Williamsville, NY: Richard Mandziak 716-662-1696
- 15-18 Emerald Necklace MG Register NAMGBR MG 2000  
Cleveland, OH: 330-678-9394 www.mgcleveland.com
- 16-18 Vintage Sports Car Driver's Association VSCDA Blackhawk Classic  
Blackhawk Farms, IL 616-949-8281
- 22-25 Sports Car Vintage Racing Association SVRA "Vintage Grand Prix, Mid Ohio"  
Mid Ohio Raceway, OH: Paul Bench 603-640-6161
- 23-25 Greater Bay Area Metropolitan Club Southwestern Regional  
Metropolitan Car Meet  
Sacramento, CA: Brian Cotariu 510-581-8034
- 24-25 Corinthian Vintage Auto Racing CVAR Drivers School/Races  
College Station, TX: Art Summerville 972-258-1987
- 25 All British Show  
Chico, CA
- 25 British Car Day  
Milwaukee, WI
- 25 British Car Field Day Committee British Cars Field Day  
Sussex, WI: Dan Donahue 414-321-5644
- 26-30 San Diego MG T Register GoF West  
Lake San Marcos, CA: Jo Lynn Campbell 619-425-0600  
Jolynnncamp@Juno.com
- 26-30 Jaguar Drivers Restoration Club Western States 2000  
Concours d'Elegance  
Leavenworth, WA: Rich Williams 425-462-9317
- 30 - July 3 Morgan Car Club of Washington DC Millennium Morgan's Monster Mash  
Shawnee, PA: Ed Geiger 703-620-0859
- 30 - July 2 Vintage Auto Racing Association of Canada VARAC  
Vintage Festival  
Mosport Park, Canada: Chris Harwood 905-628-4130 harwood@gov.on.ca.



BRITISH MOTORING  
EVENTS CALENDAR



- 1-2 Vintage Auto Racing Association VARA Liberty Grand Prix  
Pomona, CA: 800-280-8272 vara@msn.com vararacing.com
- 1-3 Society of Vintage Racing Enthusiasts SOVREN Pacific NW Historics  
Seattle Intl. Raceway, WA: Judy Buckingham 206-232-4644
- 2-6 Minnesota MG Group An MG Odyssey  
St. Paul, MN
- 7-8 South West Michigan Motoring Ass'n "Mad Dogs X, A British Car Fair"  
Hickory Corners, MI: Richard Winslow 616-968-6576 rtwins1060@aol.com
- 7-9 Okanagan British Car Club Rally In The Valley 2000  
Penticton, BC/Canada: Bill Hooper 250-492-2203
- 7-9 NWVRG Zupan's Markets Historic Races  
Portland Intl. Raceway, OR
- 12-15 Richmond Triumph Register VTR VTR Mid-Atlantic Regional Convention  
Richmond, VA: Ken Nachman 804-527-1515 KWNTRP@aol.com tsquare.com/vtr
- 13-16 "Historic Sports Car Racing Group, FL" HSR Danville Historic Races  
Virginia Intl. Raceway, VA: 888-477-5999 hsrrace.com
- 15 Indiana British Car Union London to Brighton Run  
London, IN: Brett Johnson 317-841-7677
- 16 Austin Healey & British Car Clubs of Cincinnati British Car Day  
Cincinnati, OH: Jay Kolb 513-777-1873  
members.aol.com/BCCGC/index.html
- 17-22 North American MGA Register NAMGAR GT-25  
Morgantown, WV: 519-439-2033 mgcars.org.uk/namgar
- 18-21 GoF Central  
Duluth, MN: 651-436-7401
- 20-21 Rocky Mountain Vintage Racing RMVR Advanced Drivers School  
Second Creek Raceway, CO: Catie Davis 970-586-6366
- 20-23 Vintage Sports Car Driver's Association VSCDA B. Redman  
International Challenge  
Road America, WI 616-949-8281
- 22-23 American Le Mans ALM American Le Mans Race  
Sears Point, CA
- 22 All Puget Sound British Automotive Society 12th Annual Western  
Washington All British Field Meet  
Bellevue, WA: Arnie Taub 425-644-7874 ataub@worldnet.att.net abfm.com
- 22-23 Rocky Mountain Vintage Racing RMVR Freedom Grand Prix  
Second Creek Raceway, CO: Catie Davis 970-586-6366
- 23-27 Central Indiana Austin Healey Club Austin Healey Conclave 2000  
Indianapolis, IN: Jim Frakes 317-773-8676
- 24-28 Cascade Austin Healey Club Austin Healey Rendezvous 2000  
Ocean Shores, WA: Joyce Toms 360-876-8236
- 30 Positive Earth Drivers Club 3rd Annual British Car Show  
Lavallette, NJ: Gary Shunk 732-938-5499 Rebeltown@aol.com

- 1-6 TR Portland Triumph Owners Association VTR 2000 National Convention  
Crown Point, OR: 503-357-5640 raymarty@teleport.com PortlandTriumph.org
- 4-6 CHR Chicago Historic Races  
Gingerman Raceway, MI
- 4-6 British Cars New England Festival  
Westminster, MA: 401-539-2897
- 4-6 MR Formula Feature  
Virginia Intl. Raceway, VA
- 5 MG Car Club, SW Ohio Center & Miami Valley Triumphs British  
Car Day 2000  
Dayton, OH: Skip Peterson 937-293-2819 MGBSkip@aol.com
- 5-6 Waterford Hills Racings Meadowbrook Historic Races  
Waterford Hills Raceway, MI
- 11-13 Historic Motor Sports Association HMSA Pre Historics Vintage Race  
Laguna Seca Raceway, Monterey, CA: Cris Vandagriff 818-249-3515
- 1-13 The Roadster Factory TRF Summer Party  
Armagh, PA
- 11-13 M.G. Drivers Club Drive In #4  
Indiana, PA: Richard Miller 908-713-6251
- 11-13 American MGB Association AMGBA Meet 2000  
Armagh, PA: Frank Ochal 800-723-8464 Frank@mgclub.org mgclub.org
- 12-13 Nostalgia Racing Inc. NRI Pueblo backwards  
Pueblo Motorsports Park, CO: 303-456-2766
- 17-20 Chicagoland MG Club Abingdon MG Summer Party  
Abingdon, IL: Jim Evans 630-858-8192 chicagolandmgclub.com
- 18-20 General Racing GR Monterey Historics  
Laguna Seca Raceway, Monterey, CA: Steve Earl 805-686-9229
- 18-20 Vintage Sports Car Driver's Association VSCDA Vintage Au Grattan  
Grattan Raceway, MI 616-949-8281
- 19-20 The Quad City British Auto Club Heartland British Auto Fest  
Davenport, IA: Naomi Swanson 309-764-1423 nsswanson@aol.com
- 27 Taste of Britain  
Lancaster, PA 717-292-0579

- 1-3 **Vintage Sports Club of America VSCCA "Fall Festival, Lime Rock"**  
Lime Rock, CT: A.S. Carroll 516-248-6237
- 2-3 **4th Annual British Field Meet**  
Portland Intl. Raceway, OR: 503-504-2236 abfm-pdx.com
- 2-3 **Rocky Mountain Vintage Racing RMVR Vintage Races**  
Pikes Peak Intl. Raceway, CO: Catie Davis 970-586-6366
- 2-4 **Vintage Auto Racing Association VARA Springerville Grand Prix**  
Springerville, AZ: 800-280-8272 vara@msn.com vararacing.com
- 6-10 **Sportscar Vintage Racing Association SVRA Zippo U.S. Vintage Grand Prix**  
Watkins Glen, NY: Paul Bench 603-640-6161
- 7-9 **MG V8 Register of the North American MGB Register 4th Annual NAMGBR V8 Register Meet**  
Cleveland, OH: Kurt Schley 440-331-4205 mgbv8news@aol.com  
mgbv8.com/convention\_page.htm
- 9 **Minnesota MG Group MMGG Wheels and Wings**  
Osceola, WI: Jerry & Nancy Strand
- 9-10 **Corinthian Vintage Auto Racing CVAR Hallett Vintage Races**  
Hallett Mtn. Racing Circuit, OK: Art Summerville 972-258-1987
- 10 **Boonshoft Museum of Discovery Concours d'Elegance**  
Dayton, OH: Jennifer Peterson 937-225-2236 jennifer.peterson@coxohio.com
- 10 **22nd Annual British Car Meet**  
Palo Alto, CA: Rick Feibusch 310-392-6605 rfeibusch@loop.com
- 10 **Detroit Triumph Sports Club & The Metro Triumph Riders**  
18th Annual Battle of the Brits  
Sterling Heights, MI: Sue Snyder 810-979-4875 snydley@home.com  
detroittriumph.org
- 10 **British Car Union 14th Annual Chicagoland British Car Festival**  
Des Plaines, IL: Rey Navarro 708-442-7380 nnavarro1927@msn.com  
qth.com/bcu
- 14-17 **British Invasion**  
Stowe, VT
- 14-17 **Team Triumph of Illinois Trials 2000**  
Rockford, IL: Ken & Kim Crowley 815-654-9568
- 14-17 **Historic Sportscar Racing Group, FL HSR Atlanta Historic Races Road**  
Atlanta Raceway, GA 888-477-5999 www.hsrace.com
- 16-17 **Society of Vintage Racing Enthusiasts SOVREN Fall Finale**  
Seattle Intl. Raceway: Judy Buckingham 206-232-4644
- 16-17 **South West Motorcar Sport SWMS Drivers School/Races**  
NM: Janice Swope 505-878-8202
- 17 **Colorado Conclave**  
Arvada, CO
- 21-24 **Carolinas Austin Healey Club Southeastern Classic**  
Myrtle Beach, SC: Alan & Treasure Teague 704-867-9909
- 21-24 **GoF Mk 70**  
Rochester, NY: 909-851-3030
- 21-24 **Vintage Auto Racing Association VARA Anaheim Thunder**  
Anaheim, CA: 800-280-8272 vara@msn.com www.vararacing.com
- 22-24 **Vintage Sportscar Driver's Association VSCDA Elkhart Lake Vintage Festival**  
Road America, WI: 616-949-8281
- 23-24 **Rocky Mountain Vintage Racing RMVR Pueblo Enduro**  
Pueblo Motorsports Park, CO: Catie Davis 970-586-6366
- 23 **Valley British Auto Club 8th Annual Very British Car and Motorcycle Meet**  
Fresno, CA: Kurt Lanse 559-297-0102 hardison@qnlis.net  
geocities.com/valleybrits
- 23 **Adirondack Triumph Association Northeast Sport and Classic Foreign Car Show**  
Saratoga, NY: Mike DeCarlo 518-864-5361 MDJag@aol.com
- 24 **18th Annual Greater LA British Car Meet**  
Woodley Park, CA: Rick Feibusch 310-392-6605 rfeibusch@loop.com
- 29-October 1 **Sportscar Vintage Racing Association SVRA 7th Annual Blue-Gray Challenge**  
Summit Point Raceway, WV: Paul Bench 603-640-6161
- 29-October 1 **Indiana British Car Union Indy British Motor Days**  
Indianapolis, IN: Brett Johnson 317-841-7677
- 29-October 1 **Battle of Britain 2000. Wings and Wheels**  
Santa Monica, CA: 800-235-6954
- 30 **MGs of Baltimore, Ltd Car Club 21st Annual MGs on the Rocks**  
Bel Air, MD: Richard G Liddick 410-817-6862 RGL2MGBGT@aol.com
- 30-October 1 **Classic Sports Racing Group CSRG Vintage Grand Prix**  
Mare Island, CA: 925-736-2823
- 30-October 1 **Historic Sportscar Racing, Ltd. West HSRW Formula Cars Festival**  
Willow Springs Raceway, CA: Ed Swart 310-530-9731

EVENTS CALENDAR

MOSS

1-800-667-7872

www.mossmotors.com

## Book Review

By Ken Smith

At last count in my MG Bibliography database, there were no less than 317 publications devoted to the MG car or events and personalities closely associated with the Abingdon marque! To this list we now have to add "Landmarques-The MGB" by David Knowles. "Not another MG book"-do I hear you inquire? But yes- there is, and it's a great read.

Author David Knowles has been prolific these past few years, penning the definitive MG V8 volume, and then surprising many octagonal historians with MG The Untold Story, which revealed many facets of the MG mystique which had never emerged in print before.

Now David tackles the life and times of Britain's Most Popular sports car-the MGB (and the MCC) and covers all aspects of the car's development and history, and its eventual demise after a production run of 18 years.

Relying heavily on the photo archives of Rover/BM-HIT, we are taken through the MGB's heritage, design and the engineering that went into it. The prototypes are discussed at length and for this scribe one of the most fascinating chapters concerns Pininfarina, with a set of MGB GT photos which have never been seen before. Also of special interest is the saga of the CKD cars with rare Australian photographs to illustrate a little known facet of the MGB. As expected, the MGB GT V8 story is well documented here.

Also several of the stylists concerned with the MGB's development have supplied their own drawings of the time, and again, these are a fascinating insight into how things might have been. The technical development is discussed at some length with the people who were involved, as are the Works Competition cars. Throughout the book various ex-MG employees have contributed their comments to make the story as complete as it probably ever will be. The profuse advertising campaigns for the car are also well documented in Landmarques MGB.

This book does not replace the excellent tome by Anders Clausager-Original MGB, but runs complementary to it. Anders went for correctness in the MGB. David went for the correct facts about the MGB!

Heartily recommended for the MGB aficionado in particular and MG historians in general. This publication of nearly 200 pages, is profusely illustrated in both color and monochrome, and should be in every self respecting MGB owners library. **B**

## Letter Box

continued from page 5

even had a little chrome lettered SEBRING badge on its nose. Regarding the Sebring Sprite with the special alloy coupe bodywork whose picture appears in the Winter 1999 article, I thought John Sprinzel might be interested to know that I ran against this car (license number PMO 200) in a June 1985 vintage car at Sears Point, California. At that time it was entered and well driven by Terrance Cowan from San Diego. By the way, I noticed that the 1965 London Rally Mini depicted in the Sprinzel Speaking article "Left-Right" also carried the license plate PMO 200. I wonder how that came about. Maybe the Sebring Sprite PMO 200 had retired by then and its license plate was passed on to the London Rally Mini. Could you please ask John Sprinzel about that?

David Wright  
Oakland, California



I live in the beautiful state of Pennsylvania, with the spectacular scenery and friendliest people around. That's why driving a fun little convertible like my MG with the top down is so much fun. Driving along the country roads on a beautiful sunny day, seeing the beautiful landscaping, colorful flowers and trees is so breathtaking. I'll never forget the time I was driving my MG into town when I came across a parade. It was just getting started so cars were waiting in traffic. I was approached by a man and he asked if I was going somewhere important. They were in need of an extra convertible to drive in the parade and asked me if I could participate. Of course I said yes. I was so excited, I drove past people smiling and waving at me, yelling "nice car, cool car," and "can I have a ride." Now, that was a great feeling, having people yell compliments at my MG as I drove past. I was on the highest cloud in the sky that day, as I am everyday that I drive my MG.

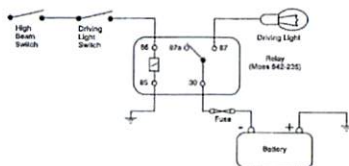
Paula Griffin  
Grove City, Pennsylvania **B**

# Tech Tips

## Driving Light Relay

Piggybacking on a Tech Tip from the web site (Increase Your MGA, MGB Blower Motor Power), when I installed a driving light on my MG TC, I powered it through a relay. (Moss Part #542-235). This allowed me to apply full battery voltage to the light without subjecting my driving light switch to the full lamp current. It also allowed me to tie the driving light into my high beam switch without increasing the load on that switch appreciably. Now, when a car approaches and I dip my headlamps, it automatically turns off my driving light as well "to prevent dazzle of oncoming traffic." (Wording courtesy of the MGA workshop manual.) A wiring diagram of this installation is as follows:

Steve Tom



## Keep Your Car Cool – or Warm

After having been subjected to the usual interior conditions of British cars with their tops up in hot weather, we looked for a way to keep the interior heat to a minimum. We decided to try cutting a piece of insulation (Moss Part #409-015 – Heatshield Material) to fit between the top material and the support bows. We measured the size we needed and cut it to fit. We started with a piece that was a little too large and then trimmed it a little each time, fitting it until it was just right. Since we wanted it to look like it was part of the car, we covered it with a piece of black shade cloth (a heavy porous vinyl material used for gardening) that is available from Home Depot or any good

gardening supply store. We cut and taped it to the insulation with duct tape and installed the completed piece into the car. Once installed, it was not noticeable, even when looking into the car. When we wanted to drive with the top down, we just rolled up the insulation into a small roll and stored it in the car. Reinstallation took only a few minutes when we put the top back up. Not only did the insulation keep the car cool during the warmest part of our drive by reducing the solar heat gain through the black top, it also served to deaden the outside road noise. Our tour was much more comfortable than during previous trips. The insulation pad should also help keep your car warmer during the winter by keeping the heat in. Bob and Barbara Humphreys  
San Diego, CA

## Get a Grip

Recently, the rubber grip on my TR6 steering wheel broke free from the underlying metal rim. I asked many knowledgeable people, but none had an easy and reliable fix. I put some of my radio-controlled model building expertise to use for this problem. You can obtain a small bottle of "Super Thin" cyanoacrylate glue from a local hobby store. Use a long, large diameter 18-gauge needle to pull the glue out of the bottle. Then remove the 18-gauge needle and attach a smaller 22-gauge needle. Then insert the needle from the inner-rear of the wheel so any puncture marks will not be visible. Insert the needle until you strike the metal core of the rim. Inject about 1-cc every few inches along the rim where the rubber is loose. You must do this fairly quickly as the glue sets up fast. Set the steering wheel aside for an hour to be sure that the glue is completely set. It is supposed to set in a few seconds, but inside the rim setting might take longer. So far this method has worked beautifully for my steering wheel, and it seems as strong as the original glue.

Anthony Rhodes  
Horsham, PA

## Keep the Dash In

Recently my buddy and I needed to replace the heater fan on his 1974 Triumph TR6. Every manual I have states that the dash panel assembly has to be taken out. We were really dreading disconnecting all the dash gauge attachments and lamp connections. To our delight we found a way to avoid extracting the dash. Of course, we still had to drain the heater core, take out the radio, take out the cubby box, disconnect the heater hoses and defroster hoses, loosen up the choke and heater cables and drop the heater unit assembly. Here is the trick to avoiding dash removal. Once the above mentioned items are disconnected, the heater unit assembly, which houses the heater fan, is ready to be unbolted and pulled out. Most nuts securing the heater assembly are reasonably accessible except for one almost directly on top of the heater unit. The trick is to take out the cigarette ashtray. There is then just enough space to insert a 7/16" offset style ratcheting box-end wrench (Craftsman catalog #43362 or equivalent) through the ashtray hole. In this way the final nut holding the heater assembly can be unthreaded and the assembly dropped out. We estimated this shortcut saved us about 2 hours of dash disassembly and reassembly work.

Dave Wood  
Gainesville, FL

## The Hose Knows

Here is a problem that drove me crazy for a year or more. My wife has a 1976 MG Midget 1500 that would run fine, then all of a sudden it would shut off as if it were out of gas. Everytime I checked, there would still be gas in the tank. I tried everything I could think of, flushing out the gas tank, replacing the mechanical fuel pump with a new one and also an electric fuel pump was installed. New rubber fuel lines replaced the old dried out ones, I thought. While I was checking the fuel line to the mechanical pump again, I felt something give. It was the metal line that ran behind the engine to the other side of the car and disappeared underneath the car, back towards the gas tank. Wiggling the metal line I could tell that it wasn't metal the whole way back. In fact there was a short section of 20 year old brittle rubber hose about seven inches long that had missed being replaced. It ran around the frame from the steel line for the older 1275cc engine to the steel line for 1500cc engine's mechanical fuel pump.

After the line was replaced, I examined the old one and it had a split at one end at the clamp. It hasn't run out of gas with fuel in the tank since. Now we feel much better about taking the MG on longer trips.

Chris Lutz  
York Haven, PA

## Losing Your Bearings

The MG TC uses ball bearings in the front wheels, which mean the inner race and outer race line up vertically. (See Figure 1) This bearing is held in place by a nut and a slightly dished washer. The curve of the washer ensures it will press against the inner race and will not touch the outer race. Since the inner race is stationary on the stub axle and the outer race turns with the wheel, it's good to have a little clearance between the washer and the outer race. None of my MG manuals even mention the fact that this washer is dished, let alone tells you which way to install it. Several TC experts who insisted this washer could go on either way. By installing dish facing the other way, with the assumption that this would add a little "spring" to the washer and keep pressure on the bearing even if it is necessary to back the nut off a bit to line up the hole for the cotter pin. When doing this, the washer touched the outer bearing race. (See Figure 2) The washer will press against the outer race of the bearing. The washer, rubbing against the outer bearing race, can get so hot that it could weld itself to the race. Once the washer starts spinning with the bearing, it can rub against the nut hard enough to shear off the cotter pin and tighten the nut. As it tightens, it can pull hard enough on the threaded end of the stub axle to brake it off. Installing this washer backwards may not break the stub axle every time. A more common result is undo wear on the washer until it no longer presses against the bearing. This is still not a good thing to have happen, as it will fill your bearing with metal shavings.

Steve Tom

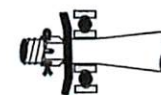


FIGURE 1  
Wheel bearing with washer  
installed correctly.

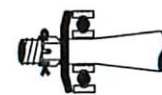


FIGURE 2  
Wheel bearing with washer  
installed incorrectly.

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# supercharging YOUR MG

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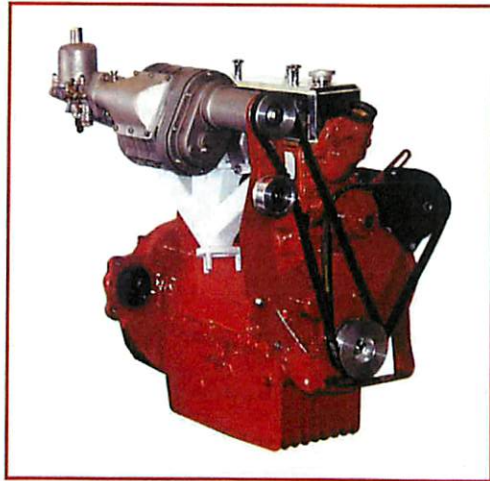
Supercharging is the primary technology in the quest for mass horsepower. In small, high revving engines, many of the world's automakers prefer superchargers as a forced induction system because they substantially improve low-end torque. This is especially important on engines under 2.0L in size.

Such prestigious marques such as Duesenberg, Bugatti, Bentley, MG and Jaguar have used superchargers. Today, Jaguar continues to offer supercharged power on the XKR, as well as Ford on the Lightning trucks. The reason they have elected to use superchargers over turbochargers is simple...reliability.

Unlike turbochargers, superchargers do not require the use of exhaust gases to drive internal rotor(s). A supercharger works off a belt, much like any other accessory connected to your engine. This is the main reason superchargers have a lower efficiency rating than turbochargers. However, it is also the reason the power is more responsive on the low-end of the power band.

A supercharger's true worth is measured not by bulk power gain, but by net gain. To get this number you must take the bulk power gain and subtract the

energy it takes to drive the device. Generally the supercharger runs off the same belt as the alternator. The crank drives this via the lower pulley. Superchargers spin at a high rate of speed, increasing the velocity of the air into the




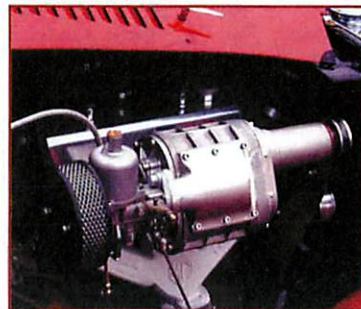
*The new Moss Supercharger unit is designed to look and function much like the original Marshall-Nordec unit offered as a factory option.*

induction system.

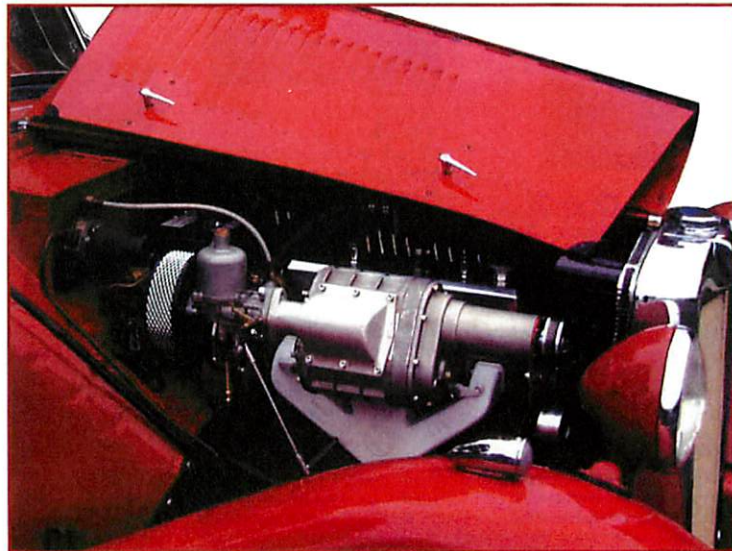
Superchargers can supply as much as a 40% increase in power and do it with a lower boost factor...in many cases as low as 6 psi. This is why many high performance experts praise the reliability of superchargers.

Recently, Moss Motors released its supercharger kit for MG TC and TD models. The kit was designed to look as close to the original Marshall-Nordec unit offered as a factory option. The big news is that modern technology and materials allow this to be a more efficient, higher horsepower, unit. State-of-the-art engineering and manufacturing procedures have allowed for much improved reliability with superior fit and finish.

Reported horsepower gains range from 30-40%, depending on the condition of the engine and the presence of other performance upgrades. Once installed, the unit is internally lubricated, requiring no maintenance. Owners of TCs and TDs can bolt-on the Moss Supercharger kit in an average install time of four hours. 



*The entire supercharger kit is engineered to fit neatly beneath the folding bonnet of the TC and TD models. It comes complete with all necessary brackets and fasteners. On an average, the job requires about four hours to install. Horsepower gains can be as much as 40%, depending on the overall condition of the engine.*



# CAR MART

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 July 1,

2000. 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 JULY 1, 2000.

## JAGUAR



1962 Jaguar XKE FHC. Rare flat floor, 3.8 liter engine. New studee green interior, black exterior. New chrome, wheels, tires, inside and out. Asking \$24,500. (206) 824-4304. WA

## M G



1948 MG-TC. Black with red interior. Appraised recently for \$29,000. Make an offer. For more information and copy of appraisal, call Steve at (941) 475-8749. FL

1948 MG-TC. Red with red Moss leather interior. Fresh complete restoration. Trophy winner. Good driver. \$31,000., ONO. (502) 423-7053. KY

1953 MG-TD. Black with black/red interior. Total restoration. Trophy winner. Garaged winters. Driven less than 200 miles annually. Tan top. Asking \$18,000. (607) 733-8211. NY



1953 MG TD. Black and silver. Older restoration. Stored last 12 years, runs but needs minor maintenance. Top, side curtains, tow bar and some parts included. \$10,000. (701) 775-0188. ND



1955 MG TF 1500. All original, never been restored, very good body with no rust or rot. Fun to drive. Excellent car to drive now, restore later. Photo contest winner, \$13,500. raylewis@mts.com, (612) 937-4157.



1958 MGA Roadster Convertible. Totally restored, new paint and upholstery. Engine runs great. 61,000 miles, excellent condition, like new. Must see. \$20,000. (323)467-4229. CA



1960 MGA. Very good condition. White w/ new black interior. New top. Burl walnut dash, wire wheels. Philadelphia suburbs. Asking \$11,500. Call Bill (215)752-0482. PA

1961 MGA 1600. Frozen engine in 1970, inside storage since. SoCal car with no rust problems. 90% disassembled and cleaned. About \$400 in new Moss parts. \$2,900. (208) 426-0612. mscheffle@mscheffle.com, email.boisestate.edu



1964 MGB Roadster. Beautiful British Racing Green, pull-door handle car, runs and drivers excellent. Brand new interior is complete and correct. Gorgeous paint. A factory original car. \$6,900. Photographs available. Craig (909) 799-3420. Fax (909) 799-0068. CA



1964 MGB Roadster. Chelsea gray with wine color leather seats, chrome wheels. Everything restored like new and a show winner. Less than 50 miles since restoration. (760) 945-8700. CA

1966 MGB Roadster. Red/black interior, OD, beautifully restored on British Heritage shell professionally modified to Mark 1 configuration. 1st place winner in all local and regional shows. \$17,800. (716) 633-5929. NY

1967 MGB Roadster. Running. Restoration started. New fuel tank, tires and restored wires. Has factory hard top, aluminum bonnet & overdrive. Rust in floor and drivers fenders. \$1,900. (925) 682-6008. CA



1970 MGB-GT \$3,500 and 1974 MGB-GT \$4,500. Both run great. Look sharp. Good paint and body, tires and batteries. New seat covers, etc. (541) 582-2755. OR



1974 MGB Roadster. Harvest Gold/black interior. One owner. Never abused. 45K miles. Overdrive.

Weber carburetor. Recently new: Toyo tires, softtop, brakes, Mallory distributor. \$6950. (503) 623-8254. OR

1976 MG Midget. Light orange, autumn interior. Some rust, but great restoration project. Runs. New brakes, slave, master cylinder, starter. Custom chrome wheels. Extra parts, doors w/glass. \$1,000. OBO. (407) 365-7788. FL



1976 MG Midget. Rust-free 40k miles, all original, except new top very good condition, does not run. A joy to own. \$3900 obo. (865) 471-6517. TN

1977 MG Midget. No rust, runs good, no dents, new top. Daily use. Elderly owner can't get in & out. \$2,000. (562) 698-1805. CA

## TRIUMPH

1957 TR3. Ready for restoration. Includes three chassis, two engines, two sets carbs, nine fenders, new steering wheel, and crates of spares. Move to gated community forces reluctant sale. \$5,000. (805) 373-7801. S. CA

1962 Triumph TR4. Mostly original. Excellent body, paint, top and tonneau. Out of long term storage. Mechanically very sound. Approx. 70K miles. Runs



well, needs cosmetic interior. Asking \$7,500. Garaged in New Hampshire. Call (603) 446-7009. NH



1969 Triumph DelMar Prototype. One of only two produced. Excellent condition. Looks and runs great. Asking \$15,000 for this rare classic. (309) 523-2923. IL

## OTHERS



1986 Panther Kallista aluminum body roadster. Brooklands Green, black and tan interior. One of 10 in the USA. 2.3L OHC engine, 5-speed trans, A/C, AM/FM, STR, chrome wire wheels. 7,000 miles. \$25,000 delivered. (815) 485-8950. IL

## THE FIRST TRS IN THE U.S.A.

continued from page 9

fitted from new with these TS16).

Following the successful West Coast TR launch, in February 1954, the attention headed east. Fergus Motors Inc. of New York handled East Coast sales, and again working in conjunction with the Standard-Triumph's export division, an exhibition of the new TRs was mounted in Fergus's own Park Avenue Showroom, commencing on 4th February 1954. Concurrently, from February 6th to 14th 1954, the International Motor Sports Show took place in New York, and a major TR2 display was mounted there as well. One U.S. distributor was said to have been ready to take 100 cars a week for the remainder of 1954. This would equate to around 5000 TRs, more than were actually produced for all the entire worldwide market. Lawrence Pomeroy, a well-respected Motoring Journalist, wrote in *The Motor* magazine that the Black TR2 mounted on a turntable and surrounded by a white pavilion was possibly the most striking and imaginatively presented car at the show. Unfortunately thus far, I have not discovered any photographs of this display.

Due to time constraints, the TRs used in New York would have been drawn from the pool of 1953 built cars that reached the U.S. The Heritage Motor Center's records reveal that 96 of the first 301 cars built prior to 31st December 1953 went to the U.S. However, I have learned to distrust the old Standard-Triumph records to some extent, especially as regards delivery destination. The recorded destination appears to be planned, rather than where the cars actually were delivered. There have been a number of discovered instances of TRs being diverted to other markets (particularly the UK) to satisfy demand. This was done without the recorded destination being amended. Where necessary, it seems that the steering side was converted. For instance, TS113 is noted as sent to the U.S., but in fact, it went to Africa. Whereas TS156 is recorded as dispatched to Nigeria, however, in fact, this unit never left England. The figure of 96 TRs shipped to the U.S. must be treated with caution. Perhaps it is best to reflect this number as a maximum figure. This leads one to wonder how many of first TRs still survive in the U.S. At present, I have knowledge of 16 such cars - plus another two U.S.A. cars that now reside in Europe. However, there is likely more, possibly even a totally original one or two hiding in some wealthy owner's garage in the Hollywood Hills. Rumors were heard for many years

that TS5 existed in Los Angeles. This turned out to be true as the car resurfaced three years ago after many years of storage. It was offered for sale, and has now in Denmark where it is scheduled to be restored.

In 1991, a friend of mine in the UK claims to have been offered TS7 for purchase. Again, the car is still located in California. Although I have lost contact with the car, it is still presumably stateside. What happened to numbers 3 and 4 though? Do any publicly available licensing records exist in California that might reveal their fate?

When visiting the West Coast in 1998, I heard a story that another very early TR, possibly TS12, had been converted into a racecar and had led a hard life. It, or at least parts of it, might still survive. Certainly TS22 lives on, and was on display at a Triumph show not too many years ago. This car was built in Ice Blue with Ceranium trim and weather equipment. However, a photograph I have shows it to have been yellow in recent years. TS17 may also still be around, and one at least of the batch of five U.S. cars TS41 to TS45 surely still lives on?

TS1, the very first car, is under long-term restoration in Ohio, having passed many years ago into the U.S. from Canada. Of course, its sister car TS2, the Dublin Show car and the first right hand drive TR, now belongs to the TR Register in England where it has been renovated to its original condition guided by a team fronted by myself. This renovation should be finished by the summer of 2001. A report will be written up in due course.

Of the other four members of the first ten TRs, TS6 and TS8 were UK market demonstrators, and are not known to survive. But, TS9 was sold new in Sweden, and is still in the care of an enthusiast who is about to commence a full restoration in the original Olive Yellow color. TS10 was sold new to an old friend of Sir John Black's (Chairman of Standard-Triumph's in 1953), and was believed exported to Portugal, and though nothing has been heard of this car in modern times, it is not impossible that it may survive.

TRs are a rugged breed, and with five out of the first ten production cars still around (plus two of the three original prototypes), high survival rates may be assumed, especially as so many of the earliest cars went to benign, sunny climates such as California. More information of these earliest TRs would be welcomed via contact with the Editor. **Q**



## September 30th - October 1st, 2000

*The Museum of Flying in Santa Monica California has a yearly fund raiser. Last year Moss Motors assisted the Museum in their annual Wings and Wheels event, that combined British cars and the museum's collection of British aircraft. It has been 60 years since the Battle of Britain, and in honor of the anniversary, the RAF Benevolent Fund, Moss Motors and the Museum of Flying have teamed up to commemorate this significant period of history with a major celebration that will include both British and German aces and pilots from this period.*

Saturday September 30th from 10am to 3pm there will be a Symposium on the Battle of Britain, featuring a discussion of shared experiences between the RAF and German Aces and Pilots who fought this battle against one another. Admission \$50.\*

Guests include:

Mr. Alex Henshaw - Spitfire Production Test Pilot • Group Captain John Cunningham - Battle of Britain RAF Pilot • General Gunther Rall - German Battle of Britain Ace  
Major Hans-Ekkehard Bob - German Battle of Britain Ace Flying Officer Reg Tunstall - British Battle of Britain Pilot • Mr. Harry Cullip - W/CMDR RFL - British WWII Fighter Pilot  
Mr. David Fyle - British RAF Spitfire Pilot • Mr. Mike Karatsoryi - Hungarian BF109 Pilot • Mr. Hans Busch - German Pilot

**Saturday Evening, September 30th** features a Big Band Theme fund raising dinner-dance held in the Museum's hangar. Period attire is appreciated. For more info phone 310-392-8822 Ext. 549

**Sunday, October 1st is the British Wings and Wheels Expo. From 10 am to 4 pm.** Two Spitfires, a Hawker Hurricane, a de Havilland DH82A Tiger Moth and a Messerschmitt BF-109E will be on display on the Museum apron. Weather permitting, all of the above aircraft will fly. Displayed cars are welcome to participate in a popular choice award show. For more info contact: Kelvin Dodd 1-800-235-6954 Ext. 3203

In addition the day will offer:

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**Sunday \$10 adults, \$6 seniors, \$3 children under 16\***

\*Proceeds will benefit the Royal Air Force Benevolent Fund and the Museum of Flying





# MOTORING MARKETPLACE



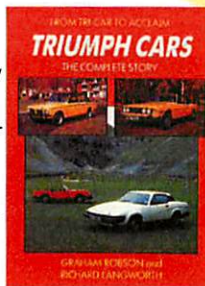
**MGA Brooklands Steering Wheel**  
A great looking period accessory with a hefty rim and no nonsense finger grips incorporates a stock steering wheel centerpiece.  
453-165 \$298.50

## Austin-Healey 3000 Ultimate Portfolio

A portfolio of contemporary international reports covering the Austin-Healey 3000 including Mk. I, II & III. Featured are road and classic tests, new model summaries, specifications, driving impressions, a comprehensive 'Profile' plus pieces on rallying & touring and advice on acquiring an Austin-Healey today. Sbd. 7 7/8" x 10 3/4", 208+ pages, 400+ photographs. 213-241 \$32.95

## Triumph Cars: The Complete Story

By Graham Robson & Richard Langworth. Ten years after its first publication, the world's two foremost Triumph experts have again collaborated to completely revise and update this definitive Triumph history. Text details not only the cars and their engineering, but also the distinguished and often controversial people behind the Triumph story. The comprehensive appendices include technical specs, production specs, outside body suppliers, clubs and more. Hdbd. 7 1/2" x 10", 352 pgs., 510 ill. 213-365 \$39.95



## Locking Gas Caps

Now available in two classic styles, these clever quick release gas caps are virtually identical to those fitted to many historic sports and race cars of the 50's and 60's. Looks can be deceiving, as under the quick release flip cap is a neat locking gas cap. The caps themselves are theft proof and they secure your fuel at the same time. "Aston" caps are offered in fully polished aluminum while the "Monza" caps are beautifully polished and chrome plated on solid brass. Fits 1962-69 MGB, Austin-Healey 100-6, & 3000 and Sprites and Midgets through '69.  
407-135 Monza Chrome Locking Gas Cap \$149.95  
407-125 Aston Alloy Locking Gas Cap \$129.35

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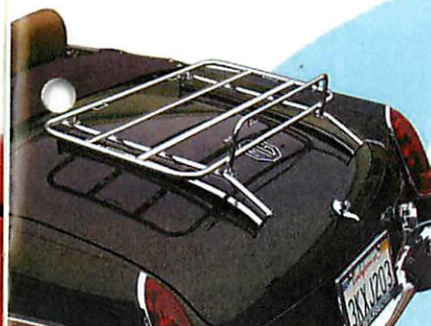
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Welcome

## Landmarkes - MGB

By David Knowles. The fascinating story of the MGB covering its development as a replacement for the MGA, the designers and engineers who worked on the project, the early production cars, the evolution of the model and the introduction of the MGC and MGB GT versions, competition and works cars, sales and promotion, and the MGB industry today. Vivid illustrations include a gallery of specially commissioned color photographs, official archive material, cutaway drawings, and photographs provided by ex-MG employees. Hdbd., 10"x10", 192 pgs., 150 b&w ill., 150 color. 213-295 \$39.95



## "Classic" MGB and MGA Luggage Rack

Extremely high quality "up-market" variation of the factory original rear deck racks. Patterned on the originals, these racks incorporate a number of deluxe features and details. These racks really look nice and have a wonderful look with premium polishing and chrome-plating.  
244-705 MGA Luggage Rack \$269.95  
244-715 MGB Luggage Rack \$269.95

## TC & TD Running Board Tread Strip Sets

New and improved tread strips are now the correct width at .690" and are supplied with fully tipped rubber inserts for super easy installation.  
281-238 TC Running Board Tread Strip Set \$43.95  
281-248 TD Running Board Tread Strip Set \$54.95

## 1/4" Drive Whitworth Socket Set

Genuine "King Dick" miniature socket set includes 7 sockets, sizes OBA to 6BA and a handy "L" Handle.  
381-508 Socket Set \$62.50



## 4 lb Lead Knock Off Hammer

This American made four pound lead hammer packs a serious punch without causing any damage to the most pristine knockoffs. Keep a factory style hammer in your tool kit to impress the Concour judges but use this hammer to impress yourself! Highly recommended.  
386-180 \$22.95



## Leather Key Fobs

Key Fobs...Get your key fobs here! These new styles just arrived, check out the great brown leather. Keep your keys in classic style.  
\$7.50 each

071-963 TR7 Crest Black Leather  
229-801 MG Black Leather  
229-802 MG Brown Leather  
915-316 Austin-Healey Brown Leather  
621-001 TR Brown Leather

621-015 TR World Black Leather  
621-016 TR World Brown Leather  
621-006 TR6/Union Jack Brown Leather  
915-351 Jaguar Brown Leather

## Oil Seal Conversions

This selection of modern lip seal conversions will solve chronic rear oil seal problems permanently. All of these conversions were developed independently but are very similar in concept and eliminate the troublesome original archimedes screw seal arrangement.  
433-415 MG-T \$174.95  
833-415 AH 100-6, 3000 \$119.95  
837-005 TR 2-4A \$129.95



## TR7 Thrust Bearing Assembly

Do away with rough, jerky, noisy steering due to deteriorated strut components. This roller bearing assembly replaces original thrust washer, rubber washer and plastic bush. One kit required per car.  
072-258 \$35.00



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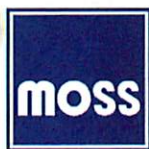
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MAY 22  
TO  
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Welcome

MG T-Series		Price	
RADIATOR	453-990	\$378.00	
MG TC, TD			
TOP RADIATOR HOSE			
MG TC, TD	434-410	\$11.00	
TOP RADIATOR HOSE			
MG TF	434-420	\$9.10	
HOSE CLAMP SET			
MG TC, TD	328-388	\$10.40	
HOSE CLAMP SET			
TF	328-396	\$10.40	
MANIFOLD WATER OUTLET			
TC	434-130	\$69.45	
WATER ELBOW OUTLET			
MG TD	434-140	\$84.50	
LOWER HOSE SET			
MG TC, TD	434-438	\$11.45	
LOWER HOSE SET			
MG TF	434-448	\$9.20	
FAN BLADE SET, 2 BLADES			
MG TC, TD, TF	434-108	\$23.80	
THERMOSTAT			
MG TC, TD	434-168	\$95.95	
ENGINE DRAIN TAP			
MG TC, TD, TF	434-240	\$11.95	
RADIATOR WATER DRAIN TAP			
MG TC, TD, TF	470-240	\$14.85	

# COOLING SYSTEMS

<b>MGA</b>		<b>Price</b>	
RADIATOR			
MGA (NOT TWIN CAM)	456-050	\$211.80	
WATER OUTLET			
MGA	460-940	\$23.60	
RADIATOR HOSE			
MGA	470-270	\$5.05	
RADIATOR HOSE (UNIPART)			
MGA	470-275	\$19.60	
FAN			
MGA	460-930	\$57.75	
RADIATOR SHROUD			
MGA	459-645	\$42.45	
HEATER VALVE			
MGA	360-410	\$25.05	
COPPER HEATER PIPE			
MGA	473-040	\$12.70	
ENGINE WATER DRAIN TAP			
MGA	470-240	\$14.85	
RADIATOR WATER DRAIN TAP			
MGA	460-020	\$16.10	
<b>MGB</b>		<b>Price</b>	
TERMO SWITCH (FAN) OE	542-216	\$34.35	
MGB RD TO (G5)11290			
WATER OUTLET			
MGB 62-67	460-940	\$23.60	
RADIATOR HOSE			
MGB thru -76	470-270	\$5.05	
RADIATOR HOSE (UNIPART)			
MGB thru -76	470-275	\$19.60	
HEATER VALVE			
MGB	360-410	\$25.05	
HEATER TO VALVE HOSE			
MGB	363-270	\$8.60	
HEATER TO PIPE HOSE			
MGB 62-74	363-275	\$5.15	
HEATER TO PIPE HOSE			
MGB 75- on	363-280	\$12.70	
HEATER PIPE - COPPER			
MGB thru -67	473-040	\$12.70	
ENGINE WATER DRAIN TAP			
MGB	470-240	\$14.85	
RADIATOR WATER DRAIN TAP			
MGB	460-020	\$16.10	
<b>SPRITE-MIDGET</b>		<b>Price</b>	
CROSS FLOW RADIATOR			
MIDGET 67-74 1275	459-735	\$140.20	
WATER OUTLET ELBOW			
SPRIDGET 948	450-890	\$18.70	
WATER OUTLET ELBOW			
MIDGET thru -67	460-855	\$22.20	
WATER OUTLET ELBOW			
1275 CROSS-FLOW RADIATOR	460-895	\$15.15	
FAN BLADE			
VERTICAL-FLOW RADIATOR	434-550	\$11.90	
6 BLADE PLASTIC FAN			
SPRIDGET thru -74	434-560	\$27.95	
VERTICAL-FLOW RADIATOR			
SPRIDGET 948,1098, EAR,1275	459-730	\$199.95	
UPPER RADIATOR HOSE			
SPRIDGET 948, 1098	470-370	\$4.95	
UPPER RADIATOR HOSE			
MIDGET 1275	470-375	\$4.95	
BOTTOM RADIATOR HOSE			
SPRIDGET 948-1098 98-67	470-380	\$8.75	
BOTTOM RADIATOR HOSE			
SPRIDGET 1275	470-385	\$11.15	
BY-PASS HOSE			
MIDGET thru -74	434-530	\$1.80	
TOP RADIATOR HOSE			
SPRIDGET 68-74 1275	470-390	\$6.35	
TUBE TO PUMP HOSE			
SPRIDGET 68-74 1275	470-395	\$8.45	
RADIATOR TO TUBE HOSE			
MIDGET 68-74 1275	470-400	\$3.60	
RADIATOR			
MIDGET 1500 75	459-740	\$148.75	
EXPANSION TANK			
MIDGET 1500	459-750	\$42.75	
OUTLET TO RADIATOR HOSE			
MIDGET 76- on	470-405	\$6.55	
UPPER RADIATOR HOSE			
MIDGET 1975 1500	470-410	\$7.50	
BOTTOM RADIATOR HOSE			
MIDGET 1500 76-79 1500	470-420	\$7.95	
BOTTOM RADIATOR HOSE			
MIDGET 75-79 1500	470-415	\$7.60	
HEATER TO VALVE HOSE			
MIDGET 75- on	363-270	\$6.60	
FAN CLUTCH			
MIDGET 1500	434-575	\$96.00	
HEATER VALVE			
SPRIDGET	360-400	\$23.95	
HEATER CONTROL KNOB			
SPRIDGET 948,1098,1275-67	331-085	\$7.90	
MANIFOLD TO W/PUMP PIPE			
MIDGET FED 77- on	855-115	\$27.95	
ENGINE WATER DRAIN TAP			
SPRIDGET	470-240	\$14.85	
<b>AUSTIN-HEALEY</b>		<b>Price</b>	
RADIATOR			
A-H 100-6, 3000	834-990	\$588.95	
6 BLADE FAN			
A-H 100-4	834-835	\$74.75	
TOP RADIATOR HOSE			
A-H 100-6, 3000	570-083	\$8.20	
LOWER RADIATOR HOSE W/HEATER			
A-H 100-6, 3000	570-085	\$16.95	
LOWER RADIATOR HOSE			
A-H 100-6, 3000	021-068	\$14.10	
WATER OUTLET ELBOW			
A-H 100-6, 3000	021-346	\$26.20	
FLEX FAN KIT			
A-H 100-6, 3000	231-708	\$48.40	
WATER VALVE ON HEATER			
A-H 100-6, 3000	021-573	\$31.95	
<b>TRIUMPH</b>		<b>Price</b>	
RADIATOR (TYPE W/CRANK HOLE)			
TR2-3B	849-990	\$291.20	
TOP RADIATOR HOSE			
TR2-3B	834-250	\$7.05	
TOP RADIATOR HOSE			
TR4-4A	834-260	\$6.60	
WATER OUTLET ELBOW			
TR2-4A	835-560	\$59.05	
THERMOSTAT HOUSING			
TR2-4A	835-520	\$28.85	
THERMOSTAT HOUSING			
TR3-4A	835-550	\$51.95	
BY-PASS HOSE			
TR2-4A	834-270	\$5.05	
INTERMED & BOTTOM HOSE			
TR2-3B	834-280	\$3.70	
CONNECTING PIPE, RADIATOR HOSES			
TR2-4A	834-300	\$9.10	
OVERFLOW JAR			
TR6	850-320	\$12.75	
RADIATOR DUCT PANEL			
TR3A	855-125	\$15.25	
RADIATOR DUCT			
TR4-4A	855-130	\$29.00	
HEATER VALVE			
TR4-4A, 250, TR6	835-270	\$26.35	
INLET HOSE, MANIFOLD			
TR250, TR6-71	834-210	\$8.50	
INLET HOSE, MANIFOLD			
TR6 ALL	834-220	\$7.25	
OUTLET HOSE, MANIFOLD			
TR6	834-240	\$6.70	
OUTLET ELBOW			
TR6 (LATE)	835-555	\$21.20	
RADIATOR SHROUD			
TR6 W/CAPBS, not PL.	855-135	\$18.90	
FAN			
TR250/6 thru -70 GT6	835-260	\$33.95	
AIR DEFLECTOR			
TR250	857-260	\$11.40	
UPPER RADIATOR HOSE			
TR250-6	834-600	\$9.30	
UPPER RADIATOR HOSE			
TR6 75-76	834-605	\$8.25	
UPPER CURVED RADIATOR HOSE			
TR6 72-74	834-610	\$6.70	

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UPPER STRAIGHT RADIATOR HOSE TR6	834-620	\$4.45
WATER PIPE TR250	850-210	\$16.85
WATER PIPE TR6	850-220	\$13.00
RADIATOR WATER DRAIN TAP TR250-6	660-000	\$3.25
HEATER TUBE TR2-3B	363-070	\$14.95
WATER VALVE TR2-3B	635-120	\$31.40
WATER VALVE PIPE TR2-3B	635-110	\$10.15
FIREWALL TO HEATER HOSE TR2-3B	635-090	\$4.80
DASH CONNECTION TR2-3B	635-070	\$11.45
PUMP TO HEATER PIPE TR2-3B	635-140	\$13.55
STAINLESS HEATER PIPE TR2-3B	635-085	\$28.00
HEATER PIPE TO PUMP TR4-4A	635-280	\$12.70
STAINLESS HEATER PIPE TR4-4A	635-075	\$23.95
CONNECTOR PIPE, FIREWALL TR4, 4A, 250, 6	635-220	\$10.60
MANIFOLD OUTLET HOSE TR250-6	635-210	\$5.80
MANIFOLD INLET HOSE TR6	635-200	\$6.20
BLACK RADIATOR HOSE TR2-4A, TR6	834-650	\$6.70
HEATER VALVE TR4-4A, TR250-6	635-270	\$26.35
HEAD TO HEATER VALVE ELBOW TR4-6	635-260	\$3.55
WATER PUMP HOUSING ADAPTER TR2-6	635-170	\$6.35
HEATER CORE TR 5/250/6	635-575	\$87.95
HEATER RETURN HOSE TR6	635-255	\$5.25
ADAPTOR, WATER VALVE TR6	635-275	\$12.70
FAN CLUTCH TR7	071-238	\$122.35
COOLANT PROBE TR7 80-81	072-088	\$7.75
<b>SPITFIRE Sale</b>		
FAN CLUTCH SPITFIRE 1500	434-575	\$96.00
WATER INLET HOSE SPITFIRE	834-215	\$3.40
HEATER VALVE HOSE SPITFIRE	363-320	\$4.95
AIR DEFLECTOR L/H SPITFIRE 73- on	855-715	\$13.55
AIR DEFLECTOR R/H SPITFIRE	855-725	\$13.55
UPPER RADIATOR HOSE SPITFIRE thru -78, GT6	834-380	\$5.15
TOP RADIATOR HOSE L/H SPITFIRE 79- on	834-940	\$6.35
TOP RADIATOR HOSE R/H SPITFIRE 79- on	834-945	\$7.85
BOTTOM RADIATOR HOSE SPITFIRE 62-72	834-920	\$7.15
BOTTOM RADIATOR HOSE SPITFIRE 72-74	834-925	\$2.90
BOTTOM RADIATOR HOSE SPITFIRE EARLY 75	834-930	\$5.55
BOTTOM RADIATOR HOSE SPITFIRE 75-78	834-935	\$7.15
BOTTOM RADIATOR HOSE SPITFIRE 79- on	834-950	\$9.70

RADIATOR WATER DRAIN TAP SPITFIRE	660-000	\$3.25
HEATER VALVE SPITFIRE 71- on	635-265	\$34.35
<b>JAGUAR XK120, 140, 150 &amp; E-TYPE Sale</b>		
FAN BLADE XK120	011-213	\$125.15
UPPER RADIATOR HOSE XK120	011-175	\$12.70
RADIATOR BY-PASS HOSE XK120	011-181	\$6.00
BOTTOM RADIATOR HOSE XK120	570-016	\$7.95
THERMO HOUSING XK120	011-144	\$101.95
FAN CLUTCH (PRESS ON) XJ6 75-82	071-238	\$122.35
TOP RADIATOR HOSE XK140	434-427	\$8.80
LOWER RADIATOR HOSE XK140-150	011-178	\$6.45
BY-PASS HOSE E-TYPE 3.8, 4.2	834-320	\$7.15
UPPER LH HOSE E-TYPE GRH427	GRH427	\$8.30
LOWER RADIATOR HOSE E-TYPE 3.8	GRH293	\$7.60
HEATER HOSE E-TYPE 4.2	C17779-AM	\$7.45
UPPER RADIATOR HOSE E-TYPE 4.2 65-67	GRH576	\$4.70
UPPER RADIATOR HOSE E-TYPE 4.2 68	GRH581	\$7.15
LOWER RADIATOR HOSE E-TYPE 4.2	GRH575	\$5.50
UPPER RADIATOR HOSE E-TYPE 4.2 70-71	GRH571	\$11.90
LOWER RADIATOR HOSE E-TYPE 4.2	GRH583	\$14.40
LOWER RADIATOR HOSE E-TYPE 4.2	GRH584	\$7.95
BY-PASS HOSE E-TYPE 4.2	GRH580	\$12.00
THERMOSTAT PIPE HOSE E-TYPE V12	GRH546	\$9.75
RADIATOR PIPE HOSE E-TYPE V12	GRH547	\$4.05
LOWER RADIATOR HOSE E-TYPE V12	GRH544	\$6.00
ELBOW HOSE E-TYPE V12	GRH539-AM	\$6.80
PIPE COOLER HOSE E-TYPE V12	GRH540-AM	\$7.95
HOSE, LOWER TO WATER PUMP E-TYPE V12	GRH541	\$35.95
HOSE, PIPE HEADER TANK E-TYPE V12	GRH545-AM	\$7.95
HEATER HOSE C41092	C41092	\$16.50
HEATER HOSE C41093	C41093	\$6.45
HEATER HOSE C41090	C41090	\$16.40
RADIATOR HEADER TANK E-TYPE 3.8	C21512	\$175.50
<b>JAGUAR XJ Sale</b>		
UPPER RADIATOR HOSE XJ6 69-77	GRH562-AM	\$6.35
LOWER RADIATOR HOSE R XJ6 4.2 -87	GRH563-AM	\$10.60
LOWER RADIATOR HOSE TO PIPE XJ6	GRH565-AM	\$9.70
WATER PUMP BY-PASS HOSE XJ6 thru -81	C41352-AM	\$3.90

HEATER HOSE XJ6	C41355-AM	\$4.85
WATER ELBOW HOSE XJ6 75-79	C41343	\$5.45
UPPER RADIATOR HOSE XJ6 78-81	GRH626-AM	\$6.80
HEATER VALVE TO BULKHEAD HOSE XJ6, 12 SERIES 2, 3	CAC2917-AM	\$8.95
UPPER RADIATOR HOSE XJ6 82 1/2 -87	GRH669-AM	\$7.95
HOSE XJ6 81- on	C41356-AM	\$5.20
HEATER HOSE XJ6 SERIES 2, 3	C45016-AM	\$6.70
HEATER HOSE XJ6 SERIES 2.3	C43896-AM	\$7.10
HEATER VALVE TO BULKHEAD HOSE XJ6, 12 SERIES 2, 3	CAC2917-AM	\$8.95
WATER HOSE XJ6 78- on	EAC2928-7	\$19.55
UPPER R/H RADIATOR HOSE XJ12 73-75	GRH558	\$7.80
TOP R/H RADIATOR HOSE XJ12, S 76-88 1/2	GRH588-AM	\$10.50
TOP L/H RADIATOR HOSE XJ12, S 76- on	GRH587-AM	\$9.70
LOWER RADIATOR HOSE XJ12, S	GRH560-AM	\$9.55
HEATER HOSE XJ12 SERIES 2	C41020	\$12.90
HEATER HOSE XJ6	C43999-AM	\$8.75
RADIATOR EXPANSION TANK HOSE XJS	C44474	\$17.65
RADIATOR XJ6 SERIES 3 82- on	CAC5064-1-AM	\$276.25
HEADER TANK XJ6 SERIES 3 82-87	CAC3636	\$138.30
FAN BLADE XJ6 75-82	C39831	\$97.15
FAN CLUTCH (BOLT ON) XJ6 thru -73	C28018-AM	\$68.00
FAN CLUTCH (PRESS ON) XJ6 75-92	C45015	\$107.30
FAN CLUTCH (REPRO) XJ6 SERIES 3 82-87	EAC4751-AM	\$72.25
COOLING FAN MOTOR XJ6 78- on	CAC2047	\$177.75
VACUUM HEATER VALVE XJ6 68-73	BD33049	\$21.20
HEATER VALVE XJ6, 12, S 74-89	C41051-AM	\$38.00
HEATER CORE XJ6, 12, S 74-87	AEU1195-AM	\$200.00
RADIATOR XJS 78-84	CAC69115-AM	\$297.50
RADIATOR XJS 84-96 V12	M-E4190CA-AM	\$276.25
RADIATOR EXPANSION TANK XJS HE -84 1/2	CAC4566	\$288.95
RADIATOR EXPANSION TANK XJS HE 84 1/2 - 89	CAC8614	\$198.90
FAN BLADE XJS HE	EAC9935	\$127.05
COOLANT PROBE XJS	072-088	\$7.75

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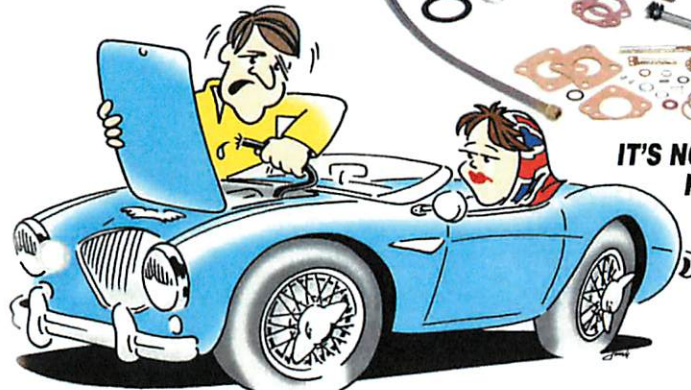


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# FUEL SYSTEMS

## MG T-Series Sale

SU CARB SET H2	370-748	\$824.45
SU CARB SET H2	370-758	\$832.95
"MASTER CARB REBUILD KIT H2 X 2"	375-508	\$93.40
MG TC TD	375-518	\$101.90
"MASTER CARB REBUILD KIT H4 X 2"	375-518	\$101.90
CARB REBUILD KIT 1-1/4"	375-218	\$76.45
MG TC, TD 1250CC	375-218	\$76.45
CARB REBUILD KIT 1-1/2"	375-258	\$76.45
MG TC, TD MKII	375-258	\$76.45
CARB REBUILD KIT 1-1/2"	375-228	\$76.45
MG TF	375-228	\$76.45
STAINLESS FUEL LINE PUMP-CARB	376-090	\$23.15
MG TC, TD MKII	376-090	\$23.15
STAINLESS FUEL LINE CARB-CARB	376-070	\$23.15
MG TF 16"	376-070	\$23.15
"STAINLESS FUEL LINE PUMP-CARB	376-060	\$22.00
MG TC, TD	376-060	\$22.00
STAINLESS FUEL LINE CARB TO CARB	376-080	\$21.55
MG TC, TD 14"	376-080	\$21.55
GAS TANK	456-770	\$722.45
MG TC	456-770	\$722.45
FUEL TANK ADAPTOR	376-685	\$12.60
MG TC, TD, TF	376-685	\$12.60

REPRODUCTION GAS CAP	407-090	\$74.75
MG TC	456-785	\$664.45
FUEL TANK	456-795	\$664.45
MG TF	407-100	\$128.60
GAS CAP	454-080	\$28.85
MG TC, TD, TF	454-080	\$28.85
TANK TO PUMP FUEL PIPE	360-050	\$57.70
MG TC, TD, TF	360-050	\$57.70
FUEL SENDING UNIT	360-050	\$57.70
MG TC, TD, TF	360-050	\$57.70
<b>MGA Sale</b>		
SU CARB SET	370-788	\$764.95
MGA 1600 & MKII	370-778	\$809.95
SU CARB SET	370-778	\$809.95
MGA 1500	370-798	\$679.95
SU CARB SET	375-518	\$101.90
MGA TWIN CAM	375-518	\$101.90
"MASTER REBUILD CARB KIT H4 X 2"	375-518	\$101.90
MGA	375-528	\$101.90
"MASTER REBUILD CARB KIT H6 X 2"	375-528	\$101.90
MGA TWIN CAM	375-528	\$101.90
CARB REBUILD KIT	375-238	\$76.45
MGA 1500	375-238	\$76.45

CARB REBUILD KIT MGA 1600	375-248	\$76.45
FUEL LINE PIPE-CARB MGA	376-350	\$15.15
STAINLESS FUEL LINE CARB-CARB MGA	376-070	\$23.15
MAIN FUEL PIPE MGA	454-065	\$25.45
GAS TANK MGA	456-800	\$242.20
GAS CAP MGA	470-190	\$14.96
FUEL SENDING UNIT MGA 1500, 1600, TWIN CAM	360-280	\$57.70
<b>MGB Sale</b>		
SU CARB SET HS4	372-248	\$339.95
MGB 62-67	366-478	\$339.95
SU CARB SET HS4 MGB 68	366-498	\$339.95
SU CARB SET HS4 MGB 69	366-498	\$339.95
SU CARB SET HS4 MGB 70-71	366-488	\$365.45
SU CARB SET, HIF4 MGB 72-74	366-628	\$629.95
"MASTER REBUILD CARB KIT HS4 X2"	375-548	\$72.20
"MASTER REBUILD CARB KIT HIF X2"	375-558	\$101.95
2-CARB REBUILD KIT MGB 62-67	375-338	\$71.35

\*Note: Master Carb Kits do not include needles. Order appropriate needles from your catalog.

# FUEL SYSTEMS

## MGB CONTINUED

2-CARB REBUILD KIT HS4 MGB, GT 68	375-348	\$73.05	SU CARB SET HS6 A-H MKII BJ7	370-888	\$509.95	
2-CARB REBUILD KIT HS4 MGB 71	375-368	\$83.25	SU CARB SET HD8 A-H MKIIA, BJ8	370-896	\$1,019.95	
2-CARB REBUILD KIT HIF4 MGB 72-74	375-398	\$83.25	*MASTER REBUILD CARB KIT H4 X 2	A-H 100-4	375-518	\$101.90
2-CARB REBUILD KIT MGB 68-71	375-358	\$83.25	*MASTER REBUILD CARB KIT H6 X 2	A-H 100M	375-528	\$101.90
2-CARB REBUILD KIT MGB 72	375-378	\$83.25	*MASTER REBUILD CARB KIT HD8 X 2	A-H LATE BN4-BN7, BT7	375-588	\$130.80
2-CARB REBUILD KIT MGB 75- on	366-250	\$21.20	*MASTER REBUILD CARB KIT HD8 X 1	A-H BJ8	375-595	\$67.95
FUEL LINE PIPE TO CARB MGB 62-64	376-320	\$12.20	*MASTER REBUILD CARB KIT HS6 X2	A-H BJ7	375-578	\$62.85
FUEL PUMP FLEX LINE MGB 65- on	376-540	\$24.60	*MASTER REBUILD CARB KIT HD8 X 2	A-H BJ8	375-599	\$135.90
STAINLESS GAS CAP MGB 62-69	202-750	\$9.10	CARB REBUILD KIT H TYPE	A-H BN1, BN2, BN4	375-268	\$76.45
GAS CAP ASSY. MGB 70-74	202-755	\$12.75	CARB REBUILD KIT HD6	A-H LATE BN4-BN7, BT7	375-288	\$84.95
GAS CAP MGB 75	202-765	\$11.85	CARB REBUILD KIT HD8	A-H BJ8	375-328	\$76.45
GAS TANK MGB 62-64	456-810	\$367.95	FUEL FLEX LINE	A-H 100-4	021-710	\$28.75
GAS TANK MGB 65-69	456-815	\$169.95	CARB TO CARB FUEL PIPE	A-H LATE 100-6, E, 3000	021-874	\$131.70
GAS TANK MGB 70-76	471-200	\$215.95	GAS TANK	A-H 100-6, 3000	021-800	\$297.45
GAS TANK MGB 77- on	471-220	\$215.95	GAS TANK	A-H 100-4	849-070	\$339.95
FUEL TANK SENDING UNIT MGB 65-76	360-660	\$22.35	FUEL TANK SENDING UNIT	A-H 100-4, 6, 3000 EXC BJ8	021-570	\$57.70
FUEL TANK SENDING UNIT MGB, GT 63-964	360-640	\$57.70	FUEL TANK SENDING UNIT	A-H BN1, 2, 4, 6, 7 BT7, BJ7	021-571	\$57.70
FUEL TANK SENDING UNIT MGB 77-80	360-655	\$23.95	STAINLESS GAS CAP	A-H BN4-BJ8	202-750	\$9.10

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\*Note: Master Carb Kits do not include needles. Order appropriate needles from your catalog.

GAS TANK ALLOY REPLACEMENT	TR4-6	849-105	\$479.95
GAS CAP (REPLACEMENT UK TYPE)	TR250-6	834-905	\$41.60
CHOKO ASSY	TR7 77-ON	072-460	\$254.95
FUEL GAUGE SENDING UNIT	TR2-3B	763-000	\$52.45
FUEL GAUGE SENDING UNIT	TR4-4A, TR250-6	763-020	\$38.60
FUEL GAUGE SENDING UNIT	SPITFIRE (ALL)	857-700	\$48.70
FUEL GAUGE SENDING UNIT	TR7 75-76	071-794	\$48.70
FUEL GAUGE SENDING UNIT	TR7 77- CARB, TR7B	071-795	\$42.45
FUEL GAUGE SENDING UNIT	TR7 (PI)	071-796	\$39.90
LAMBDA SENSOR	TR7	072-375	\$49.25

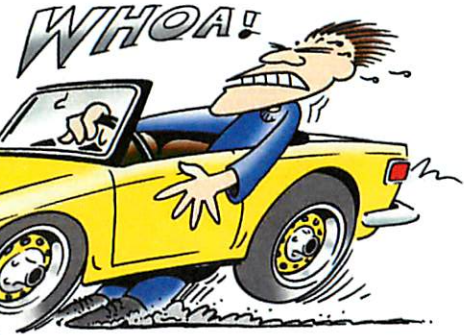
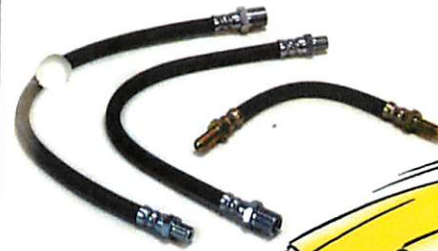
## JAGUAR

<b>X120, 140, 150 &amp; E-TYPE Sale</b>			
*MASTER REBUILD CARB KIT HD6 X 2	KK150	375-588	\$130.80
*MASTER REBUILD CARB KIT HD8 X 1	KK150S	375-595	\$67.95
CARB REPAIR KIT	KK150	375-288	\$84.95
CARB REPAIR KIT	KK120, 140	375-278	\$76.45
CARB REPAIR KIT	E-TYPE	ZE-19K	\$17.60
CARB REPAIR KIT	E-TYPE V12	ZE-20K	\$17.60
STAINLESS GAS LINE	KK120, 140, 150	590-035	\$18.70
FUEL SENDING UNIT	KK120	011-311	\$59.95
FUEL SENDING UNIT	KK140, 150	011-312	\$59.95

## JAGUAR XJ Sale

FUEL TANK SENDING UNIT FLOAT	XJ6 68-87, XJ12 73-79	TF1027	\$8.45
FUEL TANK SENDING UNIT RIGHT	XJ6 76 1/2, 78-79	C27738	\$88.35
FUEL TANK SENDING UNIT LEFT	XJ6 76 1/2, 78-79	C27739	\$82.80
FUEL TANK SENDING UNIT RIGHT	XJ6 76 1/2-78	CAC2800-AM	\$40.00
FUEL TANK SENDING UNIT LEFT	XJ6 76 1/2-78	CAC2801-AM	\$40.00
RH FUEL RETURN VALVE	XJ6, XJ12, XJS 74- on	CBC4270	\$47.10
LH FUEL RETURN VALVE	XJ6, XJ12, 74- on	CAC3939	\$44.75
3-WAY FUEL FEED VALVE	XJ6, XJ12, XJS 74- on	CBC4269	\$48.10
CARB REPAIR KIT	XJ6 4.2 69-77	ZE-19K	\$17.60
COLD START INJECTOR	XJ6 78-87 XJS HE	FDB304	\$56.30
WATER TEMP SENSOR (PI)	XJ6 78- XJS HE 81- on	SNB802-AM	\$13.95
LAMBDA SENSOR	XJ6 77-85	072-375	\$49.25
THROTTLE BODY MANIFOLD HOSE	XJ6 W/FI thru -87	EAC1301	\$10.50
AIRFLOW METER MOUNT	XJ6 78- on	011-101	\$5.00

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# BRAKE HOSES

## MGB T-Series Sale

FRONT BRAKE HOSE	180-860	\$22.95
REAR BRAKE HOSE	180-850	\$22.95
MG TC FRONT/ REAR BRAKE HOSE	180-840	\$21.20

## MGA Sale

FRONT BRAKE HOSE	180-830	\$16.95
MGA 1500 DRUM FRONT BRAKE HOSE	180-890	\$23.30
MGA 1600 DISC REAR BRAKE HOSE	180-830	\$16.95

## MGB Sale

FRONT BRAKE HOSE	180-895	\$14.40
FRONT BRAKE HOSE	180-885	\$16.10
FRONT BRAKE HOSE	180-835	\$11.00

## SPRITE-MIDGET Sale

REAR BRAKE HOSE	180-895	\$14.40
SPRITE-MIDGET ALL FRONT BRAKE HOSE	180-355	\$16.95
SPRITE-MIDGET -83 DRUM FRONT BRAKE HOSE	180-375	\$17.55

## AUSTIN-HEALEY Sale

FRONT BRAKE HOSE	584-070	\$20.35
FRONT BRAKE HOSE	021-162	\$15.95
REAR BRAKE HOSE	584-050	\$21.10

**DON'T WAIT - SAVE NOW! PRICES VALID UNTIL JUNE 23rd, 2000**

## TRIUMPH Sale

FRONT BRAKE HOSE	584-000	\$22.90
TR2-3 (Lockheed system) REAR BRAKE HOSE	584-060	\$18.95
TR2-3 (Lockheed system) FRONT BRAKE HOSE	584-045	\$16.95
TR3-4 9 1/2" (Girling system) FRONT BRAKE HOSE	584-070	\$20.35
TR3-4 11" (Girling system) FRONT BRAKE HOSE	584-080	\$15.95
TR4A, TR250, TR6 REAR HYDRAULIC HOSE	584-100	\$13.55
TR4A-6	584-090	\$15.25
REAR BRAKE HOSE	584-110	\$15.95
LH WHEEL CYLINDER HOSE		
TH4A SOLID REAR AXLE	584-110	\$15.95

## SPITFIRE Sale

FRONT BRAKE HOSE	584-045	\$16.95
FRONT BRAKE HOSE	021-162	\$15.95
FRONT BRAKE HOSE	584-110	\$15.95

## Notes on Ordering, Shipping, Etc.

Orders must be received at our Goleta, CA office by June 23, 2000 (not just post marked) by to qualify for the sale prices. Be sure to order early! This sale may not be used in conjunction with any other Moss Motors, Ltd. special promotion. All items listed in this flyer do not include shipping and handling charges or local sales tax (CA and NJ residents only). If you send payment with your order, please see our current price list for shipping rates to your area. We always plan to have adequate supplies of items in stock, but there is no real way to anticipate demand. We recommend, therefore, that items be ordered "Backorder Yes" so that you will receive the full benefit of the sale prices even if we run out of our initial stocks. Our supply of some items is limited and we are unable to replenish them when depleted. With the exception of these items, we can restock temporarily exhausted supplies in a reasonably short time. Our minimum order is \$10.00 please. Sale prices valid thru June 23, 2000.



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

## TR7 Sale

FRONT BRAKE HOSE	071-530	\$18.35
TR7, TR8 REAR BRAKE HOSE	071-534	\$27.15

## JAGUAR Sale

FRONT BRAKE HOSE	180-860	\$22.95
FRONT BRAKE HOSE	011-248	\$27.95
FRONT BRAKE HOSE	011-249	\$17.55
REAR BRAKE HOSE	180-850	\$22.95
11 1/2" XK120, 140 REAR BRAKE HOSE	513-332	\$20.00
XK150 E-TYPE NOT 2-2		
FRONT BRAKE HOSE	GHP93	\$28.90
REAR BRAKE HOSE	GHP87	\$22.95
E-TYPE 2+2 69-68		
FRONT BRAKE HOSE	GHP101	\$21.25
XJ6 75- XJS 77		
REAR BRAKE HOSE	021-162	\$15.95
XJ6 68-73		
FRONT BRAKE HOSE	071-530	\$18.35
XJ6 74-76 X12 74-79		

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## Same Day Shipping

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Welcome

# New Carburetor Sets On SALE!



Genuine SU carburetors are now being produced in the UK from a combination of new and original tooling. These brand new carburetors will improve the way your car looks and runs. Rebuilt carbs are nice, but after decades of abuse they'll never look or perform as well as new ones.

## MG T-Series

SU CARB SET H2			
MG TC	370-748	<b>SALE</b>	\$824.45
SU CARB SET H2			
MG TD	370-758	<b>SALE</b>	\$832.95

## MGA

SU CARB SET			
MGA 1500	370-778	<b>SALE</b>	\$809.95
SU CARB SET			
MGA 1600 & MKII	370-788	<b>SALE</b>	\$764.95
SU CARB SET			
MGA TWIN CAM	370-798	<b>SALE</b>	\$679.95

## MGB

SU CARB SET HS4			
MGB 62-67	372-248	<b>SALE</b>	\$339.95
SU CARB SET HS4			
MGB 68	366-478	<b>SALE</b>	\$339.95
SU CARB SET HS4			
MGB 69	366-498	<b>SALE</b>	\$339.95
SU CARB SET HS4			
MGB 70-71	366-488	<b>SALE</b>	\$365.45
SU CARB SET, HIF4			
MGB 72-74	366-628	<b>SALE</b>	\$629.95

## AUSTIN-HEALEY

SU CARB SET H4			
A-H 100-4 BN1, BN2	370-688	<b>SALE</b>	\$899.95
SU CARB SET H6			
A-H 100M	370-798	<b>SALE</b>	\$679.95
SU CARB SET (AUC866) HD6			
A-H 100-6	370-618	<b>SALE</b>	\$899.95
SU CARB SET(AUC914) HD6			
A-H 3000	370-628	<b>SALE</b>	\$930.75
SU CARB SET (AUC935) HD6			
A-H 3000	370-638	<b>SALE</b>	\$755.95
SU CARB SET HS6			
A-H MKII BJ7	370-888	<b>SALE</b>	\$509.95
SU CARB SET HD8			
A-H MKIII, BJ8	370-898	<b>SALE</b>	\$1,019.95

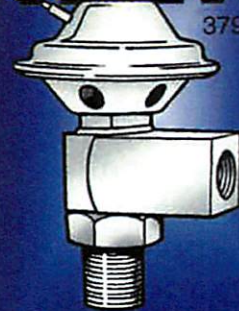
## TRIUMPH

SU CARB SET H4			
TR2	370-808	<b>SALE</b>	\$809.95
SU CARB SET H6 TR3			
TR3 (EARLY)	370-818	<b>SALE</b>	\$899.95
SU CARB SET H6 TR3			
TR3 (LATE)	370-828	<b>SALE</b>	\$927.95
SU CARB SET HS6			
TR4A	370-838	<b>SALE</b>	\$509.95

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