



British Motoring

WINTER 2000
Volume 19 Number 4

**MGB in the USA
Fall Fest 2000
Abingdon Continues**

MOSS

BRITISH MOTORING MANAGEMENT

Alan Paradise *Editor*
Annette Paradise *Managing Editor*
Aaron Smith *Feature Editor*
Merrie Nelson *Copy Editor*
Lacey Henderson *Editorial Assistant*

Leigh DeFreese *Art Director*
Matthew Haug *Graphic Designer*

Contributing Editors

Harry Newton
Marcham Rhoades
Paul Richardson
Ken Smith
Steve Tom
Geoff Wheatley

Contributing Photographers

Bob Krueger
Mark Trovato

How to Contact British Motoring:

Moss Motors
440 Rutherford Street
Costa Mesa, CA 92617
805.881.3400

Editorial Queries, Comments and Photos:

British Motoring
4700 Spring St., Ste. 304
La Mesa, CA 91941
619.463.5100

British Motoring magazine is published four times per year by Moss Motors Ltd. Moss Motors, Ltd. or DSCG, Inc. distributes this magazine with the understanding that the information presented is from various sources from which there can be no warranty or responsibility as to the legality, completeness and accuracy. All materials, text, illustrations and photographs are the property of British Motoring and can not be reproduced in whole or part or altered without the written consent of Moss Motors Ltd.

Editorial contributions are welcome, however, editors recommend that contributors query in advance. Contributions must be accompanied by return postage and we assume no responsibility for loss or damaged materials. Manuscripts must be presented in written form and accompanied by electronic file. All photographs must have accompanying captions. Photo model release required on persons in photographs (not including public events). Moss Motors Ltd. reserves the right to edit materials at its discretion, and we reserve the right to edit materials to meet our requirements. Contributor's act of mailing contribution shall constitute an express warranty that the material is original and no infringement on the rights of others. Mail contributions to: British Motoring, 4700 Spring Street, Suite 304, La Mesa, CA 91941, 619.463.5100. Letters to the editor will be accepted for publication provided name, address, and telephone number accompany them. Contributors whose material is selected for publication in British Motoring will receive Moss Motors Gift Certificates in the following amounts:

\$150.00 GIFT CERTIFICATES

Technical articles, Multi-page feature stories and Personality profiles.

\$80.00 GIFT CERTIFICATES

Book reviews, Club article reprints.


\$35.00 GIFT CERTIFICATES

Technical tips, Carbores, Humorous anecdotes, Puzzles, Photos (excluding any photo contest contributions).

Contents

- 4 **Steering Wheel**
Constant Validation
- 5 **Letter Box**
Feedback, Comments, Questions
- 6 **Evoluzione' English Style**
Harry Newton and the Jaguar XK140
- 8 **Steering Rack Boot Replacement**
- 10 **All That Glitters Is Not Gold**
Hints for classic car shopping
- 14 **MGB In the U.S.A.**
Sales leader, trend setter
- 18 **Abingdon in the 1930s - Part 2**
Sam Bennett continues his story about life in the M.G. Works Factory

- 20 **Fall Fest 2000**
How summer ends and fall begins
- 22 **Where's the Fun Gone in Motorsport?**
The nice guys did finish last
- 26 **Car Mart**
Cars for sale
- 29 **Tech Tips**
Shared knowledge from fellow enthusiasts
- 30 **Events Calendar**
A guide to getting involved



On the Cover: The day after completing an 18-month restoration, Dan Cook rolled out his 1973 MGB for our cover photo shoot. On This Page: A few weeks earlier, we cornered Stanton Belland's recently restored 1947 MG TC in front of a beautiful beachfront Italian villa. Wow, what a tough job we've got. Photography by Alan Paradise.

Steering Wheel

CONSTANT VALIDATION

By Alan Paradise

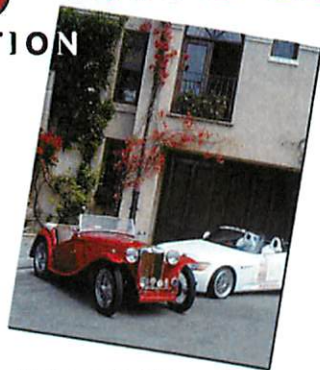
As an avid automotive enthusiast, I watch with much interest the current trends in new car design and technology. This observance of the marketplace has revealed two major trends; luxury SUVs and retro-styled cars. Since 1996 both of these categories have accelerated in models offered and units sold.

The SUV market is utilitarian (another word for boring). The retro phenomenon is quite another story. The fad trend started in 1989 when Mazda introduced the Miata, a reincarnated combination of the MGB and Lotus Elan. The positive response led to rumors that MG would return to the U.S. market. The Miata also spawned a number of European and Japanese rivals.

Over the past few years auto enthusiasts have been courted with the Plymouth Prowler, Chrysler PT Cruiser, Ford Thunderbird and Mini Cooper. What I read from this retro activity is that the auto industry is desperately trying to add heart and soul to an otherwise appliance-based line up.

The inspiration for this marketing quest is purely British. What has been discovered is that the heart and soul of an MG, Triumph, Austin, or Lotus can be easily advertised, but is much harder to deliver. A personal example of this was presented to me this past summer. While photographing a pair of sports cars for an article on convertible trends for an associated publication (a vintage MG and a new Honda S2000), the differences between the two cars were night and day. The Honda was quicker, handled better, more comfortable, more reliable, had power-up windows, a sound system, climate controls and many features. It was, for all practical purposes, a far superior car...with one exception, emotion. Don't get me wrong, the Honda is an excellent sports car. However, when asked which of the two cars I would like to have in my collection I would opt for the MG without hesitation or second thoughts.

The MG has a character and personality not found in the Honda. It has a soul that was installed by assembly completed by actual people, not robotics. It was carefully drafted with lead and paper rather than computer generated and digitally analyzed. The car was constructed for the joy of driving, not necessarily the comfort of commuting.



The inner spirit of the old MG carries through to the final MGB imported to the US. The same holds true for the Triumph and Austin Healey lines. An abundance of heart and soul in each car.

Modern sports cars have generated renewed interest in affordable British cars. At a number of recent events, the number of MGBs, Midgets, Spitfires, TR4s, TR6s and Bugeyes had increased over previous years. The once common cars of the British automotive scene have gained tremendous favor.

However, there is one fly in the ointment that needs to be addressed...youth involvement. The British car market has gotten to be a gray-haired interest. This is not a bad thing, mind you (as I have a bit of snow on my mane), it does, however, create a mounting problem. Without the next generation of enthusiasts to follow us, the interest and value of our beloved cars will begin to erode. Therefore, it is vital we become British motorcar mentors. If you are a member of a local or regional club, coordinate with the auto shop class of a nearby high school and take a few sessions to discuss the heritage of British automobiles with the students. Get out and participate in non-British car events. Be an ambassador for the cause.

A story is being developed to feature multiple generation British car families. If you are among this group, send us your "family portrait" (with the cars in the photo of course).

Developing younger enthusiasts will help insure the longevity of our sport. Plus, it's a great way to influence both current and future automotive trends. **B**



Letter Box



Thank you for the autumn issue of British Motoring. As a collector of sports cars, and particularly British cars, as the enclosed list indicates, I enjoy your magazine. I also enjoy driving my cars whenever possible. Your emphasis on the Jaguar in the autumn issue reminded me that I had neglected my E-Type for too long a time. I immediately took it out for a "spin" through the mountain roads of Utah and remembered why I like this car.

Keep up the great work.
H. DeWayne Ashmead

Just wanted to let you know how much I enjoyed the article about Abingdon in the 1930s. In the Autumn issue of British Motoring. Between Marcham Rhoades and Sam Bennett I enjoyed their story immensely because it was about the everyday things that one remembers looking back on a period that has passed as the world grows bigger and broader. It seemed like a more simple time 50 or 80 years from now. Yet it is the observations of how ordinary things (white overall and brass check) somehow add a reverence to the way time traces its roots in our minds. I work in the automotive industry and how we did day-to-day things just 20 years ago seems so much more human, more personal than the computer generated charts we worship today. Yet it isn't the technology that separates the times, it is the

passing of our lives and a certain simplicity that has slipped between our fingers. When we sit behind the wheel of our old British cars we can imagine both the simplicity of their design and their time as we seek to lead our imagination away from current events and enter a time that seems so much more romantic. Thank you for bringing us those times. I eagerly await future chapters.

Jim Duncan
Beverly Hills, MI

In reference to the summer 2000 issue of British Motoring, I have the following comments in regard to the article "Super Charging Your MG." The writer discusses Superchargers versus turbochargers which infers that turbochargers are not superchargers and this is incorrect. A supercharger is a pump like device which charges the cylinder with air, above (Supra) atmosphere pressure. The system for driving the device can be belts, gears or an exhaust turbine. Roots type, centrifugal, and exhaust turbine drive, are all superchargers.

I know that the writers of many automotive publications use the terms "Superchargers" and "Turbochargers" incorrectly, but I feel it is important to provide readers with correct information, especially for an inexperienced and young people just learning about automotive principles.

William Lane

Actually, William, you are both right and wrong. Turbochargers and superchargers are technically both superchargers. However, the designations have been split to better identify the two forms of forced induction. Over the years the term "turbocharger" has become the id for exhaust driven forms of induction while supercharger is used to describe belt-driven induction. Both provide greater horsepower gains, just in different configurations.

Ed

continued on page 25

Jaguar XK140

Evoluzione' English Style

By Harry Newton



For several decades, actually since 1955, I have listened to otherwise fair-minded enthusiasts bash the Jaguar XK140 series as a bastardization (my word) of the seminal XK120. I admit my own guilt in this regard. Now, perhaps the perspective of time has at last endowed the XK140 with recognition of its true merit... as evidenced by the model's newfound value parity with its predecessor.

When the sleek XK120 made its debut at Earls Court in 1948, the public gave the new Jaguar roadster an immediate thumbs up. Quickly, a decision was made to tool up for higher volume, with stamped-steel bodywork replacing the aluminum paneling featured on the original 240 roadsters. Even the factory management was surprised by the demand for the stylish and powerful new roadster. Six cylinders, double overhead camshafts and totally new styling, coupled with a top speed of more than 120 mph in stock 'off-the-showroom-floor' trim made this a most desirable package. The XK120 can be credited as William Lyons' first step toward Knighthood. As an aside, when Chairman Lyons was knighted, it was for Jaguar's commercial success in the export market, not for any engineering achievement.

Several variants appeared in short order, a

brilliantly designed FHC (fixed-head coupe) and a DHC (drop-head coupe) with wind-up windows, a padded and lined convertible top and a wood-veneered instrument panel. Then came a "special equipment" model that was dubbed XK120M. Available in all three body configurations, the SE or M (take your choice) featured knockoff wire-wheels, dual exhausts and a higher compression engine producing 190 HP versus the originally-claimed 160 HP for the initial model. The factory also introduced a built-for-racing XK120C (competition) that gave Jaguar its first victory at Le Mans in 1951.

The majority of XK120 production was devoted to left-hand-drive models, primarily for the American market... it was easier to buy a new Jaguar sports car in the USA than in the UK. And recognizing the American market's importance, Lyons and his management team tailored the XK120's successor to what they perceived to be the needs and preferences of that market. For the XK140, that first became available as a 1955 model, they came up with beefier front and rear bumpers that provided considerably better protection from the ravages of the American propensity to "park by ear," though some perceived

an aesthetic trade-off. Similarly, the oval grille became somewhat more massive, as did the tail-lamps. More chrome was added in the form of centerline-moldings on the bonnet and boot. An emblem was added to the bootlid, declaring to interested passers-by the marque's recent Le Mans victories. In standard form, the XK140, like its forebear, was fitted with disc wheels and skirted rear wheel openings, resulting in a sleek, rather formal appearance. In fact the car combined a rare blend of sportiness and elegance. The M (cosmetic) and MC (cosmetic plus steroid-enhancement) upgrades featured Rudge-patent wire wheels, as well as dual exhausts to emphasize the two stages designated by those suffixes.

The changes were not solely cosmetic, nor were they prompted only to accommodate the vagaries of the American market. The engine was moved forward four inches to provide more legroom in the passenger compartment, and the coupe and drophead were given a vestigial back seat and higher roofline, almost, but not quite qualifying for 2+2 designation. This was facilitated by relocating the batteries from behind the front seat to a new under-fender location behind the front-wheel arches. The gear change was made more user friendly and ergonomically better situated. A Laycock-de Normanville overdrive, fitted primarily to M models, became a useful option. Perhaps the most significant mechanical improvement was the adoption of rack and pinion steering, far more precise than the earlier model's recirculating ball system. On the minus side, the wonderful exhaust note of the 120M was muted, depriving XK 140 drivers of one of the greatest sounds in automotive history.

Renowned Jaguar historian, George Bentley agrees with the purists that the XK120 aesthetics never were equaled by subsequent models. On the other hand, he considers the mechanical improvements indeed contributed greatly to the later cars' driveability.

Between 1955 and 1957, 8,937 XK140s were produced, 84% of which were left-hand-drive, most of which can be presumed to have crossed the Atlantic Ocean to the colonies. Only one in four was in the drophead configuration. This compares to XK120 totals of 12,045 and 86% over a longer six-year period. Supporting the premise that they have earned considerable respect over the past couple years, XK140 prices recently have risen to parity with those commanded by the once-more-desirable XK120.

SIDEBAR

On New Year's Day, 2000, I rode shotgun for my friend Skip Cook in Jan Voboril's 19th annual Tour de Mulholland, a delightful picnic/rally through the Santa Monica mountains. Our mount was Skip's recently restored XK140 DOHC, and a fine day it was. Several dozen enthusiasts take part... usually including Jay Leno and Phil Hill, who was absent this year for the first time in more than a decade.

Skip's Jaguar is quite proper, an XK140 MC, done up in BRG with tan top and leather... a trophy winner in its first two outings since having been completely redone by Jon Pollock, a Jaguar restorer located in Reseda, CA. At the Topanga Canyon start, a gentleman approached Skip and identified himself as a former owner of the car. He was, it turned out, noted Jaguar collector David Iwerks, and he appeared quite satisfied with the quality and authenticity of the car's revival. The Mulholland route brought back memories of just what splendid recreation it was (and still is nearly a half century later) to put these Jaguars to their intended use on a challenging secondary road. And I don't recall anyone lamenting the absence of power steering or air conditioning... the car itself was the focal point of attention.

Asked why he chose a drophead over the basic and more easily found XK roadster, Cook cited several features, roll-up windows, a better fitting, more stylish padded and fully-lined convertible top, really elegant wood veneer on the instrument panel and door capping rails, and the generally better sound insulation and weather protection. He credits the optional overdrive with making the XK140 a truly pleasant long distance tourer. ☺



Steering Rack Boot Replacement

By Steve Tom

The sparse instructions for replacing the steering rack boot contained in the MGB workshop manual and the more complete instructions provided in the Moss MGB catalog require removing the tie rod end from the steering arm and then counting the turns required to unscrew it from the tie rod.

Separating the tie rod end from the steering arm is a difficult operation, even if you have the correct tools, and the violence that is required to complete the job. Furthermore, when counting the turns to remove the tie rod end from the tie rod, it is often

difficult to determine the exact point at which it comes free during removal or just starts to catch during replacement.

Fortunately, there is an easier way. The tie rod end can be left fastened to the steering arm, and the lock nut can be used as a "marker" to replace the tie rod end without changing the alignment. Follow the instructions in the catalog on jacking the car and marking the tires, but instead of removing the tie rod end from the steering arm, use the following procedure:



ONE

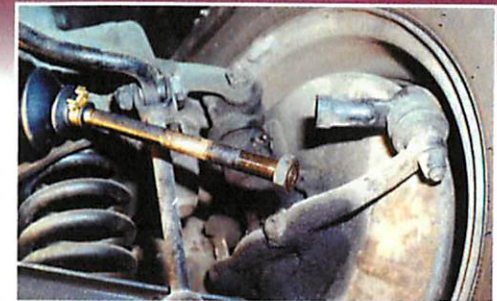
Loosen the clamp on the outer end of the steering rack boot and then use a wrench to break the locknut free from the tie rod end. Hold the tie rod so that it doesn't turn while doing this.

TWO
Use your fingers to tighten the nut back to the point where it snugs up against the tie rod end.



THREE

Turn the tie rod to unscrew it from the tie rod end. The wheel and tire will swing out of the way when it is free. Be careful not to disturb the lock nut during this process.



FOUR

Unscrew the lock nut until the outer end of the nut is exactly flush with the end of the tie rod while counting the number of turns or "flats."

FIVE

Replace the steering rack boot, leaving the outer clamp loose.

SIX

Thread the nut back onto the tie rod until it is again flush with the end of the tie rod. Holding the tie rod to prevent it from turning, screw the nut back onto the tie rod using the same number of turns or "flats" used to remove it.


SEVEN

Swing the wheel and tire back into position to insert the tie rod back into the tie rod end. Turn the tie rod to tighten it until the

tie rod end just snugs up against the nut. (When the nut stops turning with the tie rod, it is snug.)

EIGHT

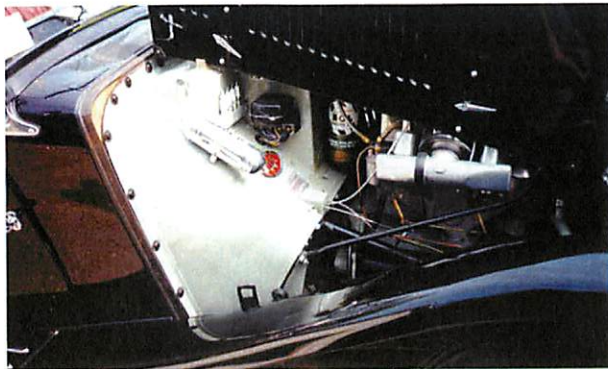
Check to insure that the steering is still centered and the alignment has not changed, as described in the catalog. Finally, tighten the lock nut and the outer clamp on the steering rack boot.

Note that the wheels and tires can be left on the car during this operation. This procedure can be used on MGAs and MGBs. It is also believed it will work on any car with a similar steering design. 

All That Glitters Is Not Gold

By Geoff Wheatley

So how many classic cars have you restored," is a standard question that I get asked at virtually every car show that I attend. The next question is "How much do I have to invest to get a nice car like yours?" This is followed by "So what's this car worth?" My answers are usually "Many" followed by "More than you estimated" and the final reply "Whatever someone is willing to pay." These are not "Smart Ass" answers but simply an honest reply. I have restored six T Type MGs a couple of prewar classics and three MGAs. Also various MGBs (all chrome bumpers), several early Midgets and a couple of early post war British delights. The joy is finding the cars and restoring them to at very least their original condition. Sometimes we go a little overboard and add a few chrome extras that were not there when the car left the factory, but can be justified as "Dealer Extras." (You can certainly get away with that comment on this side of the pond!)



I also judge T Types when I'm not showing, which can be a very interesting experience, sometimes even dangerous! More on that in an upcoming issue.

The type of question that I do like to hear is not related to costs, time, or value, but what cars should be purchased for restoration. Over the years I have purchased a couple of real horrors like the wrong engine, "Bondo Filler" with bodies held together by the rust under the gleaming new paint, half eaten frames that are covered with black underseal to hide the decay, lights that don't light, or wheels that don't turn or stop etc. On the other hand I have certainly learnt a few tricks to ensure that my hard-earned cash is not invested in a restoration nightmare. As T Types are my first love, let me give any would be buyer of these classic cars a few tips when you are considering a purchase of a TC, TD or TF.

First, don't believe all that is shown on the ID plates. Remember that these can be purchased quite



easily. Engine plates are the same and they are readily available for someone to fix and tell you that all the numbers match. However, this is not very important when all is said and done. I've seen some excellent vehicles with replaced engines that work better than the originals. However, sellers can't easily reproduce the chassis stamp so look for that. On TCs, the number is stamped on the left-hand front end of the chassis side rail, just behind the spring mounting bracket. On TDs and TFs, the number is stamped on the left side of the front chassis frame extension. The number should be visible just under the edge of the front fender and chassis attachment point. Remember this when someone is trying to sell you a TD MkII that has been fitted with some extra goodies, like double fuel pumps, etc. The prefix number for a genuine MkII should read TD/C not TD2. Many neophytes get confused as the later standard TD engines have a prefix of "XPAG TD2" followed by a four or five digit number. The first Mk II came off the line in May 1950, (TD/C 1123), so don't be put off if the production number seems low. These early vehicles did not have the MkII badge on the rear or side panels but they did have the "bonnet bump" to allow clearance for the larger and longer carburetors. Even after many years of restoration I still read as many books on these cars as I can. You can never stop learning something new, even after thirty years. If you want to buy a TD or a TF, buy a couple of

detailed books on the car.

There are several on the market and they are all worth reading. Next, get a couple of books with pictures so that you can look and compare. Remember that the cars in the photos are usually both beautiful and correct. Don't be over impressed by gleaming paint and new chrome. They are desirable but not very important when the rest of the car is in need of total mechanical and electrical restoration.

One giveaway on newly painted cars is the body seams that seal the gaps between the wings and the body found on all T Types and the MGA. They should be free of paint, i.e. the tub and wings were separated and painted individually. When the car was reassembled, the old seams should have been replaced with new fender piping in the correct color like black, green, gray etc. They should not have a spot of paint on them anywhere. A quick, cheap paint job where the car has not been taken apart will cause these seams to be covered with fresh paint. I have seen big money spent on cars that have this obvious defect simply because the purchaser did not take the trouble to either read a

few books or invest in a pre-purchase inspection by someone who knows what to look for.

Next look at the interior. If the carpets have been recently replaced, yet no other interior work seems to have been carried out, this is a good indication that the wood floor is suspect. Floorboards are plywood and are simple to reproduce or purchase off the shelf from Moss. The tunnel housing or floor struts may need attention. If the carpets are stuck down with adhesive, beware, as you can't lift them up to see what delights are underneath. Look at the instruments and make sure they all work correctly. How do you know? Buy a picture book or check a Moss catalog that shows what they should look like. All T Types are prone to wear on the rear drive splines, especially when



the rear wheels have not been correctly tightened. A dodge that I have seen is to slip thin nails into the worn splines to take up the slack. Take off the rear wheels and check. If the owner is not happy with this request, go see another car. However, even if these parts are worn, all is not lost, as the parts are readily available. Just use this to negotiate the purchase price.

Also while on the rear end, get into the car and try reverse. If you hear a slight knock, the rear end is in need of work and that can be expensive. Don't be fooled by the seller's assurance that all old cars do this...they don't. Check the gearbox, especially on

the TD and TF that have tender gears. The TC is a more rugged unit but should also be thoroughly tested. If you can't get into any chosen gear without some serious effort don't be misled by the statement that the car needs a clutch adjustment. Also, whilst your foot is on the clutch, put on the hand brake and put the car into second or third gear. Now slowly let out the clutch, the car should stall. If not, you may well have a worn clutch plate. If the car overrides the hand brake, a brake job may be in order. This is a straightforward procedure.

Look at the way the doors fit on any T Type, (or any British Sports car for that matter). With the T Type they should always be flush at the top where the front blends into the scoop of the tub. On the others they should follow the line of the car top and

bottom. If not, you could be have a twisted body, or even worse, poor wood at the door support. Look carefully, it could also be as simple as worn or bent hinges. There is no real way that I have found to check the all the wood on these early cars unless you strip the body. However, owners don't usually like that idea. You can look for tell tale cracks in the body seams, especially where the rear hood fits the tub. If there are serious cracks you may well have serious wood problems and these can be very expensive. The engine should be clean and the firewall the same shade of color as the car (except for the early TC when the firewall and the engine

were a battleship gray). Lots of disputes have been waged over which shade of battleship gray. But, as no one really knows, you can buy a tin from the local hardware store and paint away, you won't lose any points from this judge.

Check the electrics, such as lights rear and front. Again, get a reference book so that you can see which style of headlight or rear light was used with your particular car as they changed several times over the years.

Finally, step away from the car and take a long intense look at the vehicle. If you see any body ripples, especially on the doors, there could be body damage covered over with filler.

Does the car sit right, not leaning one way or sagging at the front or rear? Get someone to bounce the car at both ends and look to see how well the car corrects itself. Try the steering wheel for play whilst no one is sitting in the car. There should be no more than a modest amount of play with the exception of TCs where significant play is common and can be sorted with a careful front-end rebuild. If the wheel turns a couple of inches or more, you may have steering or front-end problems.

A compression check of each cylinder is most helpful and may help diagnose problems with valves, rings, head gasket, etc. The PSI will vary based on the compression ratios that may be an unknown, however, it is consistency between cylinders that is more important. Check the radiator for signs of oily in the water. If present, the coolant will be milky with evidence of a scummy foam under the cap.

Okay, now you have sorted out most of the obvious things but that's only half the story. Drive the car to a local garage where you can put the car on a lift. Take a serious look at the underneath. It will be dirty and oily but that is normal, (I have never seen a British Sports car yet that did not shed a few pints of oil during its lifetime). Look for the obvious, like loose or broken springs and/or exhaust fittings. Look for patchwork repairs. Beware of a car that has been smothered with spray underseal from the local car shop as this can hide a multitude of sins. Expect to pay for the use of the lift...it's a good



investment in the long run. This is the time for a more extensive check for wood rot. An awl or sharp knife is a handy tool for this job. If the lowest timbers look sound and original, chance are good that the remaining wood is sound. Again if the owner is not willing to allow this inspection, move on to another car.

Take a good look at the top and the windscreen. A top is not expensive and relatively easy to fit, but a windscreen can be expensive both in terms of purchase and fitting. I have taken a few windscreen frames apart only to find that the replacement process is both time consuming and not cheap if you want to get the correct end result that will stand up to a car show inspection. (I think the most demanding is the MGB). This is a task that should be left to the local garage unless you are a dedicated martyr. Most of the things I have mentioned can be fixed but always at a price, even if you are a DIY person. Remember, every time you locate something that is not right you are in a better position to bargain. Over the years I have seen a lot of cars that claim to have come from the sunshine belt, no snow, little rain, kept in a private garage and all that stuff. That's fine except that in hot humid climates the rust starts from inside the body not the other way around and is more difficult to trace.

Mechanical problems are, for the most part, easier to sort out than serious deficiencies with the body and chassis. Also, mechanical restoration can be carried out in phases while the car is kept in service. Many projects can be done over a weekend or two and will make a noticeable improvement in the driving experience. Serious rust or body timber rot requires major restoration work that generally takes months if not years to complete. If you're up for the challenge of a frame up restoration, you can negotiate a good price before jumping into the project.

continued on page 25



MGB

in the U.S.A.

By Alan Paradise

In the automotive world there are several measuring points to determine the status of a make and model. First, there is presence, or a simple form of availability. This is pretty standard stuff...even Yugo had presence. Next there is popularity, an objective term that really means people seek or desire to buy a particular car. This is followed by enthusiastic support. At this point there are groups of drivers that have banded together to share in the common joy of ownership. Next comes icon status, a place in history where the vehicles becomes familiar to nearly everyone...like a household name. The final step is legendary. This is when a vehicle has had a profound effect on the industry and a sweeping influence on vehicles that have followed. Using this as a guideline, the MGB has reached the highest status level in the automotive and cultural worlds.

From 1962 to 1980, just over 500,000 B models

rolled off the assembly line in Abingdon. This makes it second only to the Miata as the most popular sports car in automotive history.

The roots of the MGB began in 1957. MG had commissioned an Italian coachbuilder to produce an advanced A, one that would incorporate many modern conveniences, such as roll-up windows and a usable trunk. After the prototype body was presented, MG was most disappointed with the results. This led to the project being turned over to Pressed Steel Company and Donald Hayter. Hayter's prototype met with instant approval and the wheels turned quickly thereafter. In April of 1962, the first 500 MGBs left the factory to be exported to waiting American buyers.

The American market promptly fell in love with the MGB. The new refinements made the B a far more palatable road car than its A predecessor. Little

things made subtle differences, such as a heater and exterior door handles. Larger advancements, such as a unitized body, demonstrated MG was moving into a more sophisticated world.

MG's new goodwill ambassador offered modern styling, a more powerful engine, a smoother gearbox and improved ride quality.

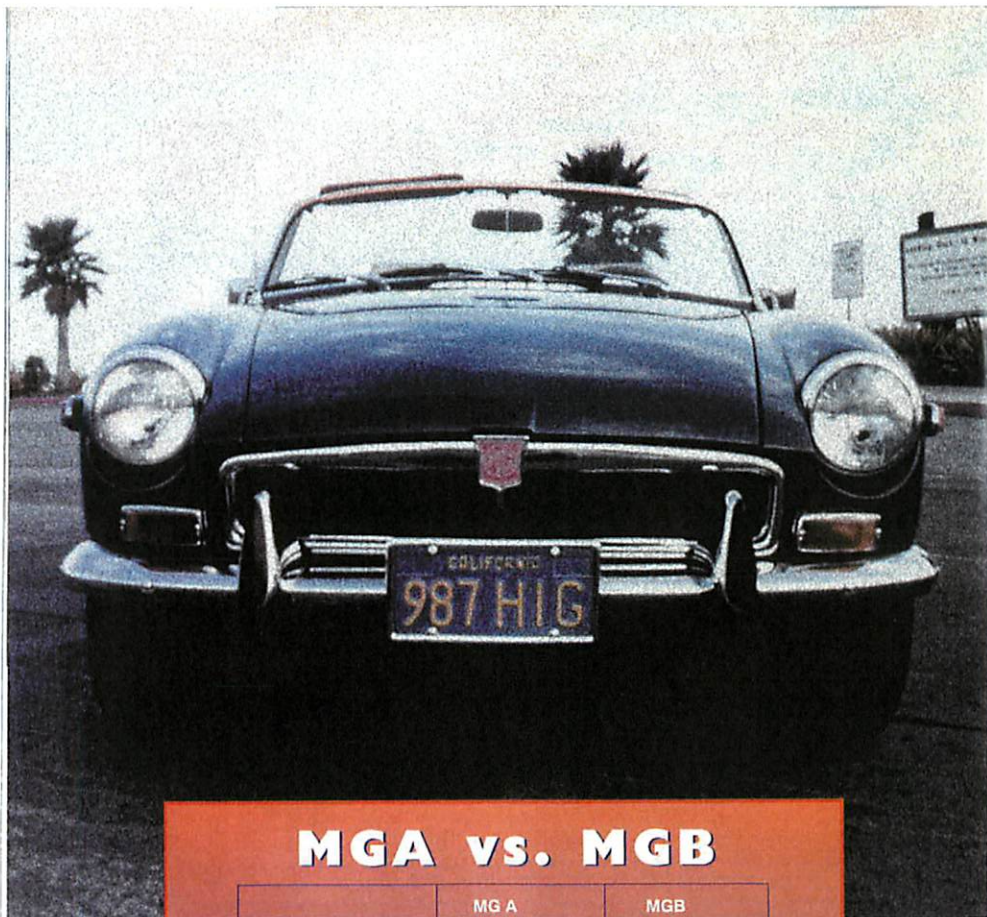
Although the MGB was not as quick as it appeared, the intimate styling, nimble handling, manageable power and affordable price tag made the car a favorite among college students and young professionals. This combination sparked many rivals. Most noteworthy are the Triumph Spitfire and TR7, Fiat 124 Spider, and Datsun Fairlady/1600. In the face of these and other competitors, the MGB was the small sports car of choice. Even in an America when muscle cars were at the peak of popularity, the MGB was the best selling sports car.

The MGB's 18-year run came to an end in 1980.

By this time the profile had become like a guest that had stayed a bit too long at the party. The times were changing and with it so had the fortunes of British Leyland.

Although there was no longer new MGBs, its impact and influence became the cornerstone for the Mazda Miata. Automotive historians have taunted, that without the Miata, there would be no small sports car market in the United States. No Honda S2000, BMW Z3, Audi TT, Toyota MR2, or Porsche Boxster. None would exist without the Miata. If this were true, then the Miata would not have been born without the success of the MGB. It is this one compelling fact that places the argument





MGA vs. MGB

	MG A	MGB
Production:	101,081	512,243
Years produced:	1955-62	1962-80
Length:	156.0"	152.5"
Wheelbase:	94.0"	91.0"
Weight:	1988/2080 lbs	2030/2600 lbs
Engine Size/Type:	1489-1622/I-4	1798/I-4
Horsepower:	68-95	95
Price when new:	\$2195-\$3200	\$3050-\$8900



for the MGB to be placed among the most important sports cars in automotive history.

Perhaps the biggest reason the B is finding favor in today's automotive world is the accessibility of parts and the ease of restoration. A good example is Danny Cook's 1973 roadster. For many years the once daily driver sat unattended as the priorities of modern family life took precedence over restoration. After years of storage, Danny sent the car south from his home in Woodland, California to his brother, Larry, in Santee, California. What started out to be a four-month re-assembly project turned into an 18-month restoration. Larry performed all the work with the exception of body and paint. Nearly all the necessary replacement and upgraded parts came directly from the Moss mail-order catalog. The project was completed in late August upon which Danny drove the new 1973 back home to central California.

This is just one example of why today's MGB market has once again blossomed. Values of restored

and restorable Bs are climbing. This makes restoration a bit more financially justified, as well as emotionally satisfying.

FOOTNOTE IN MG HISTORY

From 1967 to 1969 MG offered the MCC roadster and MCC GT Coupe. These were short-lived and unsuccessful attempts to win back the hearts and minds of British performance lovers who longed for the return of the Austin Healey 3000. MG replaced the inline four cylinder engines with a stout 3.0L inline six. For the heavier C, MG replaced the front coil springs with Torsion bars. The most obvious external differences between the B and C were the 15-inch factory wheels and power bulge in the hood. The American market did not take well to the C due to heavier handling and the huge bump in price (\$4,000). Only 9,000 MCCs were produced, of which 4450 were GT models, making these cars rare and wonderful jewels of the MG niche. **D**

Abingdon in the 1930s—Part II

By Marcham Rhoads

In which Sam Bennett continues his story of life in the M.G. factory during the emergence of the MG sports car.

I carried on working in the Rectification Department for some time, on the J2's being produced at Abingdon in 1932. Some of my fellow workers were notable names such as Alec Hounslow, Cyril Brown, and Cliff Welsh. Two of the apprentices were Ron Amey (later to find fame as the head of the Amey Roadstone Corporation—Britains premier builder of highways) while the other was the son of a high-ranking officer at the nearby R.A.F station at Abingdon. One day, George Morris brought in a young man to get an insight into the workings of the M.G. Car Co. He was Dutch, from Utrecht, Delft, by the name of Jan Aryjanson. His father had a car dealership and when Jan returned to Holland, he kindly wrote and informed me that he had opened a place of his own, selling MGs, and ran it just the way he was taught at Abingdon. He added that he never dreamed it would do so well!

In the factory the main problems we had to rectify on the J2's were the top and bottom bevel gears for the overhead camshaft drive. We often times had to re-shim these extensively as the gear train would get very noisy in short order. This was due to the fact that the mating bevel gears were originally made in pairs, and were lapped together with grinding compound during the final stages of manufacture. This would insure quiet running but only if they were installed in the exact, same relative position. The engine branch boys often failed to take this into consideration.

With great care, we would re-shim, for fore, aft, up and down positioning in order to get the upper and lower gears to mesh correctly while still ensuring proper timing. This was quite a job as it entailed completely removing the dynamo, and complete vertical drive assembly. It's little wonder that M.G. did away with the overhead cams a few years later!

The rear axle suffered a similar problem. If it was noisy in drive, it was deep in mesh, and shims were again needed, as they were also if the axle was noisy on over-run. More shims would be required to

eliminate the noise—drawing the pinion back, and maybe we would have to do this three or four times, draining the oil off each time to try and make the axle less noisy.

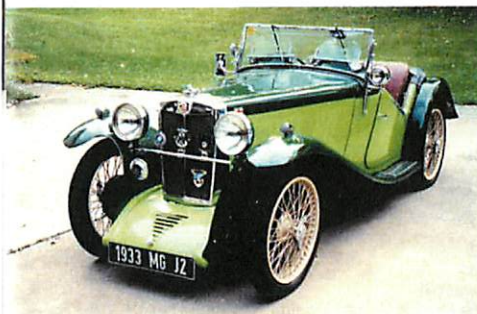
Another fault was the oil pump, which used to make a noise I can only describe as a "crackle". Here we had to take the back plate off the pump, where the wheels were exposed, one made of steel, the 'driver' and the other being phosphor bronze. They went on a dowel, as a sort of dummy with a loose drive. Where the plate had been marked by the wheels, just where the teeth marks had been, we used to take a three-cornered file, and relieve it just a little where the teeth met, which usually cured the crackle. However, one day, one of my fellow workers, lifted the oil pump up, and took the back plate off, drained the little bit of loose oil which was always present in the pump and went over to his bench to use the vice. Now the loose wheel which was supposed to stick on the dowel—didn't! and the wheel dropped into his oil pan. He failed to realize the wheel was missing, so he put the backplate on again without the wheel and the car went out on test and seized up.

As you worked on the rejects, if you were short of anything to complete a particular task, you would put it over to one side in an empty bay, and pick up another job off the line. On one occasion I had put a chassis to one side and carried on working on another until such time as I got the proper part to finish the job. When I returned to the first chassis, I attached my petrol tin tank to the back of the chassis and, as I have already described, the wiring was exposed in a bunch. You soon learned which two colored wires you had to twist together to get the petrol pump going.

This particular time, unbeknown, and unlucky for me, someone had "borrowed" the petrol pipes off the carburetors, from the car which had been left by me. When I twisted the two wires together, to start the pump, the petrol spurts out all over my hands. When I pulled the wires apart quickly the resulting spark caused the petrol on my hands to ignite.

I immediately brushed the blazing petrol off my hands onto the ground, and stuck my hands under my arms to douse the flames. The other lads came rushing to my aid, and fortunately I was okay, although to this day the backs of my hands have a glossy shine where they were burned all those years ago.

Talking of fire reminds me of another occasion when we had two cars in the bays and another on trestles. Somehow they caught fire, shooting flames up to the roof of the rectification shop taking all the glass out of the roof. The burning roof then fell on to the other trestles and all three cars were severely damaged. Many will have heard of the famous M.G. Works Fire Brigade—well they were very efficient and did a superb job! They however, couldn't help the chap whose wrist was severely burned after the metal strap of his wristwatch shorted across a battery! After that, these straps which were the latest fashion in those days, were forbidden in the M.G. Works.



At this time all M.G.'s were road tested, and when the testers went out the door of the workshops, they would make a racing change almost before they'd reached the door! This used to make tire marks on the floor, due to wheelspin, and sometimes you could count the number of changes by the marks on the floor! I never tried this myself in case I chewed up the gearbox, but the testers were all expert drivers—even if a little adventurous sometimes!

One day a number of the Lancashire Police came to the works to pick up a new batch of J2's, which they were proposing to employ on traffic duties. All the policemen wanted to have a ride out with the testers, which they did. However, upon

returning to the works, one of the testers came hurtling through the doorway, whereupon he stamped on the brakes literally standing the little MG up on its end. He stopped about a foot behind the line of J's waiting to go out, at which point it was the policeman's hair, which virtually stood on end! It probably never occurred to the policeman that at this time, these chaps were doing this type of driving every day—all day—and knew the idiosyncrasies and limits of the J2's intimately.

On the Works notice board, there was a map of the area around the factory, and on this map were marked the various points where complaints had been made to the police, about the test drivers taking bends on narrow roads at great speeds. This was brought to the attention of the testers but it seemed to make very little difference. Many a time when a car came back from a test run, and we had to remove the odd bird from between wing and bonnet, and there were always butterflies, dragonflies and just plain flies, that were brought back stuck to the cars in their millions—usually in the radiator grille!

Other police cars were the "L" type Magnas, in addition to the "Midgets" as they were known then. I recall the Derbyshire Police Force collected six Midgets and within a very short time they were all back with us at Abingdon—all with sheared prop shafts! We soon discovered what the problem was—the mechanic at the police station had fitted a fire extinguisher to each of the cars, on the transmission tunnel. However, the bolts he had used to attach the extinguishers were about an inch and a half long, and the float of the rear axle meant that the propshaft would come up and catch the bolts which sheared the shaft! We had to rectify each one and use shorter bolts to refix the extinguishers.

Occasionally, a car failed on test and I remember having to go out to Devizes, in Wiltshire, with a Morris Commercial van to bring back a stricken J2, by means of towing it. The MG had suffered a broken crankshaft, and I will never forget that short ride back to Abingdon! The tow rope we had taken was extremely short, and the van driver, having hooked up to one of the front dumb irons of the M.G., set off at great speed northwards, with myself in the J2 snaking all over the road! When we got back to the works, the car needed new brake linings due to me standing on the brakes, to keep the tow rope as tight as possible! However, it all added to the fun and interest, not to mention the excitement of working at M.G. in the 30's. ☺

Fall Fest

Photography By Mark Trovato



For most of the country, holding a fall event in summer might sound rather strange. However, in the northeast it's a smart way to plan for good weather. On this past September 9th, the weather was exactly what we hoped for...fantastic. This annual event was held in the lot at the east coast warehouse of Moss Motors. The Austin Healey Sports & Touring Club, New Eastern New York MGA Club, New Jersey Triumph Association and Moss Motors sponsored the event.

Allen Rosenberg, Jon Rubel and Larry Gersten set up the event and with a large contingent of help from each club kept things moving and in order. There were 135 cars

AUSTIN HEALEY

BUGEYE

- 1 Jim McCau '60
- 2 Larry Gersten '60
- 3 Tom Knorr

SQUARE BODY SPRITE

- 1 Richard Jones MK II
- 2 Tom Palm '65 MK IV
- 3 Alan Van De Weghe MK III

100

- 1 Mike Lempert '56 BN2
- 2 Bob Rudolph '56 BN2

SIDE CURTAIN 3000

- 1 Art Herkomer '59 MK I
- 2 Martin Dowzall '62 MK I
- 3 Andy Smith '56 MK I

ROLL UP WINDOW 3000

- 1 Tom & Pamela Mulligan
1967 Golden Beige BJ 8
- 2 Jim & Paula Damico
1967 Healey Blue BJ 8
- 3 Joe Bardon
1967 Healey Blue BJ 8

MG

T SERIES

- 1 Irv Sherman '53 TD
- 2 Ray Diesel '50 TD

MG A

- 1 Jon Rubel '60 1600
- 2 Dave Houser '60 1600 Coupe

MG B/GT Chrome

- 1 Bruce Langevin '71 BGT
- 2 Mickey & Linda Walka '69 B
- 3 Ed Marotta '73 BGT

MG B/GT Rubber

- 1 Joe Capela '77 B
- 2 Les Newman '79 B
- 3 Frank Newman '78 B

MIDGET-Chrome

- 1 Joe Kreydatus '72
- 2 Paul Flexner '61
- 3 Al Fraser '73

MIDGET-Rubber

- 1 Allen Hefner '77
- 2 Mike Graziano '78
- 3 Joe Gottsten '75

TRIUMPH

TR 2-3

- 1 Eric Hoover '59 TR 3A
- 2 Dennis Marcher '59 TR 3A
- 3 Doug Reichard '59 TR 3A

TR 4-4A-250

- 1 Lou DiFabio '68 TR 250
- 2 Rick Freund '68 TR 250
- 3 Peter Macholdt '68 TR 250

TR 6 EARLY

- 1 Larry McCafferty '72 TR 6
- 2 Norm Koestner '70 TR 6

TR 6 LATE

- 1 Robert Shaloff '75 TR 6
- 2 Ron Prawicka '75 TR 6
- 3 Gary Panorotta '76 TR 6

TR 7-8

- 1 Guinevere Shaw
- 2 John & Julie Georgiades
- 3 Gary Valone

SPITFIRE/GT-6

- 1 Steve Bodenwiser GT 6
- 2 John Vicario '71 Spitfire
- 3 Ed Jaeckle '78 Spitfire



registered and more than a dozen vendors were on hand. The Ship Inn provided excellent food. Many spectators were on hand as well. Popular voting was by marquee with awards for the first three places.

The employees of Moss provided a tremendous amount of help and handled all of the parts orders for the participants. Moss also provided many items for door prizes.

But, the real stars of the event were the cars. From Bug Eyes to Tigers, the paved area was filled with many of the finest examples of British motoring this side of the Rocky Mountains. Near the end of the day the awards presentation was held. And, here are the winners. **B**



BEST OF SHOW: 1961 Red TRIUMPH ITALIA owned by Dave Hutchison

OTHER TRIUMPHS

- 1 Dave Hutchenson
Triumph Italia

JAGUAR

XK 120-150

- 1 Barbara & Bill Genader
1954 XK 120M

E TYPE

- 1 Bill Urban '70 E Type
- 2 Ray Sharp '61 E Type
- 3 Ken Graham '67 Coupe

OTHER JAGUAR

- 1 Chris Sciales MK II
- 2 Bill Flomerfelt '89 XJS
- 3 Adam Hepburn '73 XJ 12

TVR

- 1 Dave & Ann Cook '71 Vixen
- 2 Ed Koen '85 280i

SUNBEAM

ALPINE

- 1 Jackie & Harry Strunk
'54 Alpine Sport
- 2 Steve Shuttleton '65 Alpine

ALPINE GT

- 1 Bob Wegner
- 1 Martin Kossoy
- 2 Ray Ciampi

TIGER

- 1 Hal Jean '66

MINI

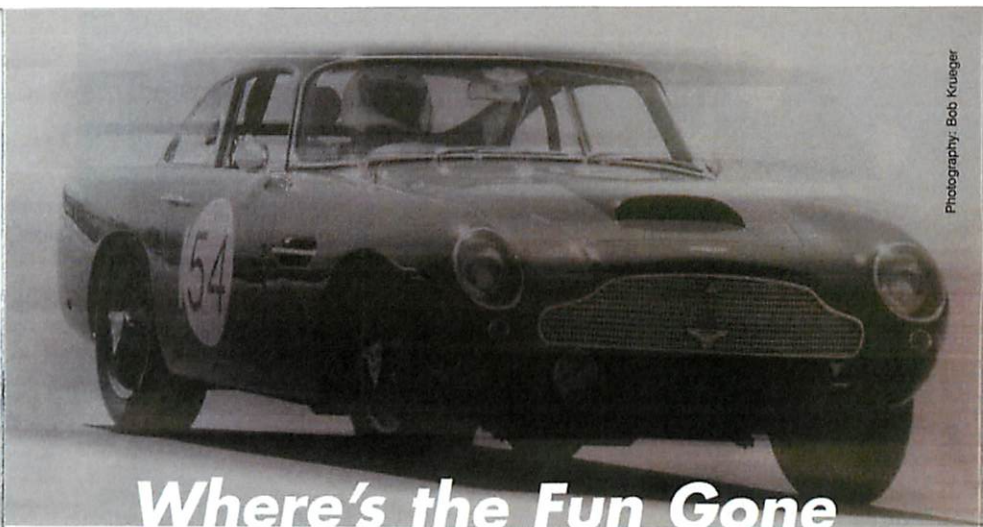
- 1 Jere Kahn
- 2 Many Barrios

MORGAN

- 1 Hugh Heller '67 +4
- 2 Stu Ross '63 +4
- 3 Art Hart '64 +4

OTHER BRITISH

- 1 Alan Swiery '60 Morris Traveler
- 2 Terry Allen '68 Land Rover
- 3 Sanford Marcus '55 Daimler



Photography: Bob Krueger

Where's the Fun Gone in Motorsport?

By Paul Richardson

Things have changed big time in motor racing since the fifties and sixties, and many questions are regularly asked like, "Where's the fun gone in motorsport," or "Why are there so many examples of bad sportsmanship in motor racing these days?"

In my opinion it's a question of "character" or the lack of it, and it has nothing to do with money. The thing that disturbs me deeply in Formula-1 and other formulas, are regular examples of appalling sportsmanship where drivers deliberately and blatantly drive into "fellow" competitors to put them out of contention for a race - or indeed a world championship win.

This practice is most blatantly obvious in saloon car racing - which in the UK often carries the tag "Destruction Derby" racing.

Motor racing has always been cut and thrust, but in the fifties and sixties there was, first and foremost, a camaraderie in motor sport which was a pleasure to be part of and examples of true sportsmanship abounded aplenty.

One of the finest examples I came across concerned Lotus F-1 driver Trevor Taylor - way back in Formula Junior days circa 1960. Trev and the late and great F-1 World Champion "gentleman" Jim

Clarke, who both started their racing careers driving TR's, had an unassailable lead in the Formula Junior World Championship and, come the last race at Silverstone, they were tying for first place. Jim, however, had another driving commitment that day and could not drive in the final race - leaving Trev to "clean up." Trev needed only one more point to wrest the championship from Jim, which he knew would be a walkover without Jim in the race. Trev finished third in the very wet final race (which he would have won were it not for severely locking rear brakes) and technically became world FJ champion. But, he went straight to the organizers and pointed out that, as Jim Clarke was not in the race to contest the championship, the result was unfair and insisted that he and Jim should "share" the championship. The organizers did not like this idea one little bit, and decided that a definite winner should be found by virtue of finding the driver with the best overall performance in all the championship races. The calculation was done - and it was found that both drivers had exactly the same number of 1st, 2nd, and 3rd places and exactly the same number of pole positions etc. Thus, on Trev's insistence, he shared the world championship with Jim Clarke. Would

this happen today? I think not.

Motor racing in the fifties and sixties was a veritable tapestry of truly colorful characters including friend and fellow *British Motoring* columnist John Sprinzel. John was one of the greats of the saloon car and rally era of the 50s and 60s and many's the time I saw him dicing with the late Graham Hill in Austin A30/35s - their duels often contested whilst sandwiched between a couple of high powered Jags. Interestingly, John said of that era, "I don't ever remember any incident in my career where a driver deliberately drove into anyone, and throughout all my years of saloon car racing I never had so much as a lick of paint on any of my cars from another competitor."

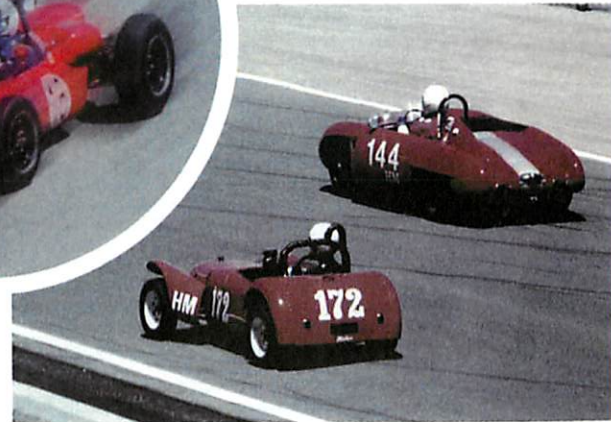
As readers will know, John raced anything from "Sprinzel" Sprites and A35s to Ford Galaxie 500s - and in an era when the cut and thrust of saloon car racing was sharpened by the fact that the Grand Prix drivers

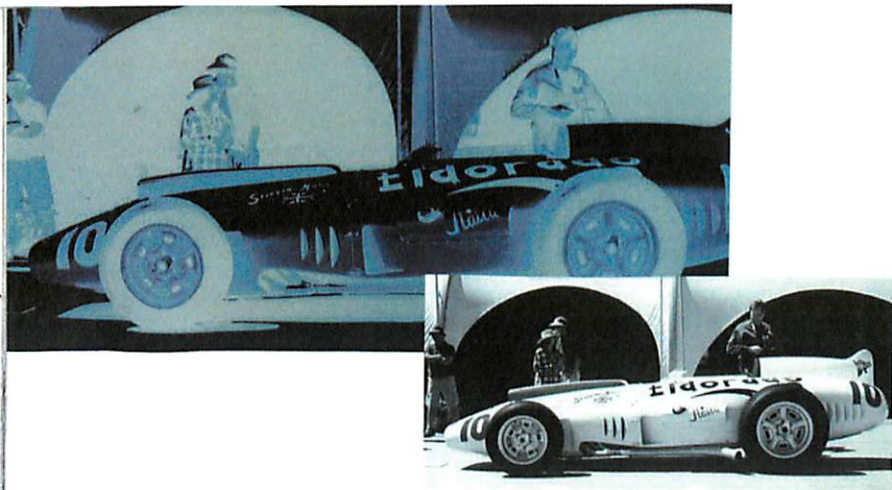
of the day also raced in saloon car events before a Grand Prix.

Drivers and works teams naturally took racing as seriously as they do these days. However, the wonderful sport of motor racing in those far off days was definitely more fun. After a race, the first stop for drivers and mechanics was usually the paddock bar - rather than being held prisoner in five-star hospitality units. I always find it amusing observing grand prix drivers today every time a TV camera is pointed at them. They instantly duck away, reach for the dreaded "sponsors hat," and re-appear in shot with a hat with a peak a foot long and a similarly overemphasized smile - or not.

One of the greatest characters in sports car racing was the late Ninian Sanderson, who won Le Mans in 1956 and finished second the following year in Ecurie Ecosse D Type Jaguars. 'Nin' was a life long friend of my late father Ken and drove in Ken's first works Le Mans Triumph TR2 team in 1955, and later in the "twin cam" team. He was a great driver, an even greater human being, and he also enjoyed a pint or two with the boys - whilst always remaining the untiring master of the practical joke.

One such instance involved a hotel restaurant "trout tank." Ninian decided the fish in the tank were too crowded. The next morning hotel guests were complaining about shoals of fish





seen darting about in the hotel swimming pool! - In the 1955 Le Mans race my father Ken always loved relating the time when he noticed Ninian in the distance in his rear view mirror driving like hell and closing fast, apparently after a recent pit stop. Later, about halfway down the Mulsanne straight, Ken noticed Ninian flashing his lights furiously behind him and, thinking something was wrong, eased up to allow him to draw comfortably alongside. As Ken looked across Ninian shouted, "Got any cigarettes on you Ken - I'm dying for a smoke?"

From my own experience, being a racing mechanic in those halcyon days of a bygone era were hard work - very hard work, but hold some of the happiest memories of my life. Driving to and from European races in racing transporters was a time for a laugh or two with fellow mechanics and drivers. Yes in those days drivers would often chose to travel with the "mecs" to races. Part of the fun were the breaks on those journeys, where essential equipment for any self respecting racing team, was a primus stove and, more often than not, a barrel of English beer. Those stops, whilst brewing up a cup of "rosy tea" and enjoying bacon, eggs and a fried slice cooked in a roadside country pull in, were wonderful, fun times where camaraderie, fun and a sense of fair play was part and parcel of the wonderful sport of motor



racing - and drivers had a sense of humor.

I remember in the early sixties, at the British Grand Prix at Silverstone, there were two Grand Prix races. The main event, of course, was for F-1 cars and the other was for Morris Minis. BMC, for a publicity stunt, provided every grand prix driver with a Mini for a special Mini Race before the Grand Prix. About two dozen Minis lined up on the grid and when the flag dropped all the cars screamed off - IN REVERSE - back round Woodcote corner.

After temporarily confusing spectators and officials alike, the herd of Minis then shot off in the right direction, in a cloud of tire smoke, towards Copse corner - to tumultuous and appreciative applause. This was one of the most entertaining saloon car races I've ever seen - with Minis dicing five abreast round the flat out Woodcote corner. If I remember correctly, it was that great character and F-1 driver Innes Ireland who was the main instigator of the reversing Minis.

Staying awake when extremely tired was part of the job of a racing mechanic, and having a laugh was an essential part of keeping slumber at bay - as it kept the blood moving. One of my favorite "wakey-wakeys" was what I called "The Grand Prix alarm call." There were three of us in the cab, including the aforementioned Trevor

continued on page 28

Letter Box

continued from page 5



In the Autumn 2000 issue of British motoring, Les Hartridge indicated that he was researching the meaning of impressions in the blob of solder on a Castrol oil can. Almost certainly this is a mark of the British Weights and measures inspectors. When such cans were used to measure out quantities of oil for sale to the general public, it would need such a mark. If you would please forward this information to Mr. Hartridge I would greatly appreciate it.

Stuart Shepard
Duncanville, TX

Upon receiving my Autumn issue of British Motoring, I opened the cover and immediately recognized the two-page photo spread which followed. The photo was taken in St. Louis County, Missouri, by Keith Bester of the Healey Club during a fall color run. The photo was originally entered in a Moss Motors photo contest and won a \$50 certificate. I am curious as to why there are no photo credits? Perhaps they have been lost with time. Other than that, I thoroughly enjoyed the articles and I thank Moss Motoring for sending me a copy.

Karl J. Schmitt
Hillsboro, MO



All That Glitters Is Not Gold

continued from page 13

I received a call regarding an MGA that I was interested in buying for restoration. It was advertised as being in top condition. From the photos that were sent I had to agree. However, I consequently found out that the car had not been started for three years. It had been sitting in a nice comfortable garage awaiting its owner to return from a job assignment in the Middle East. End result: brakes were frozen, electrical system corroded the petrol pump and various other mechanical items such as the wiper motor. In short, the car looked great but the investment to get it back on the road could be substantial. On top of that the engine may well have suffered from a lack of use. The end result was that I did not buy the car. Vehicles in this condition are not a bad investment as mechanical issues can be sorted out. However, you should be aware and mindful of the aforementioned potential problems before settling on a purchase price.

You may have been told to always check the oil and see if it's black and burnt. Good idea but not very reliable as its very easy to drain out the bad stuff and pour in some new oil just for the buyer's benefit. Black and/or sooty exhaust is a better guide to what the engine may be like. Put your hand over the end of the exhaust pipe (with a glove on of course). See if the engine eventually stalls after a few moments, if so the engine's exhaust system is in decent condition, if not you may well have a leak in the system that needs attention. Turn on the wiper motor even if it's not raining, however ensure that the windscreen is wet while the wipers are running. I usually take a small spray bottle of water with me for this test. It's not your car yet so don't try it dry, as you could scratch the glass. Remember all that glitters is not gold but sometimes you can find a gem under a pile of dust and grime. It's basically a matter of simple common sense. Three years ago I found a 1952 MG TD with 45,000 original miles under a pile of dusty sheets. More recently a 1962 Austin Healey Sprite with 29,000 original miles, both in excellent restoration condition once I had taken off the dirt and grime. In short, be prepared to crawl up down and all the way around in order to see what delightful restoration gem awaits your attention. Happy Hunting!

CAR MART

Check out Car Mart Online!
www.mossmotors.com, look at British Motoring

AUSTIN HEALEY



1958 Sprite: 1275CC, Disc Brakes, Moto-Lita, Weber downdraft, Rivergate 5 speed, New paint, New Wiring harness, Aux. fan, New top & tonneau, all work done by a professional now working for Bassett Jaguar in restorations. Asking \$12,500. (401) 364-9026 pdawley@att.net. RI



1961 Austin Healey. 3000 MK1. Chev. 350 with four speed. Complete frame off restoration. Professionally done. \$21,500. (810) 220-2754. MI

1962 AH Sprite. Stripped to race trim. 1275 motor with Kent cam. Roll cage. 4 spoke alloy 205/60 rims. Great runner and no rust. \$4,300. (904) 985-2103. E-mail, equivale@earthlink.net. FL



1963 Austin-Healey Sprite. Runs good, body and interior in good shape. \$4,500. (208) 939-2959. ID



1968 Austin Sprite. Body-on restoration with documentation. Rebuilt engine, transmission, new top, tonneau cover, new rubber, etc. Have wire wheels and hubs. Great looker and runner. \$5,800. (770) 338-0578. GA

JAGUAR

1962 Jaguar XK-E Roadster, all original, rebuilt engine, great driving condition, white with biscuit interior. \$40,000. (562) 433-1998. CA



1967 Jaguar XKE 2+2 4.2, 6 cyl., Automatic, excellent body and interior. 48,007 original miles, 60% restored. Needs some trans. and engine work and wiring. Repaint needed. \$7,800. (610) 933-8189. PA

M G



1954 MG TF. Cream w/red interior (factory correct). A+ driver, 11,300 miles since older restoration. Radio restored (period correct). Chrome wire wheels. Meticulously maintained. Garaged. Includes flannel lined cover. \$24,500. (858) 270-0079 (10am-8pm Pac. time, pls.). CA

1958 MGA Coupe, dependable driver, 84K, no rust showing, \$600 in new parts, used parts and literature. \$9,100 takes all. (216) 524-8351. OH



1960 MGA Coupe. Original 48 spoke wire wheels plus four 60 spoke chrome wheels. Recent engine and transmission rebuild. New aluminum cylinder head. Always garaged. Asking \$13,500. (562) 425-2732. CA



1960 MGA Roadster. Runs great, rebuilt engine. Needs interior, paint and tires. Good body. Garaged. \$7,500. (530) 758-6950. CA



1970 MGB GT. Sharp looking. Runs excellent. Orange outside, light grey and black interior. New batteries and seat covers. Good body and paint. \$2,400. (541) 582-2755. OR



1972 MGB, 5 new tires, top and interior like new. New rear brakes, alternator, plug wire set. Tune-up. Great fun driver. (541) 673-4263 paulrich@webtv.net. OR



1973 MG Midget. Runs good, very good interior, has Clarion radio and CD player. \$3,500. (253) 847-2414 or pattyjustice@freci.net. WA

1977 MG Midget. Good restoration project. Engine runs good, sound body, some extra parts. \$600. (707) 995-1031. CA



1974 MGB GT. A beauty! Runs great. Good body and paint. Arctic white with tan interior. New seat covers. History of all repairs. \$3,600. (541) 582-2755. OR



1974 MGB Roadster. Original paint, professionally maintained. 3rd car in family. Purchased in '76 from original owner. Stored a lot. So. Cal. Car. Available in Oct. \$4,000. OBO. (808) 826-5135. CA



1978 Midget - 83K miles. New soft top, catalytic converter, and carpet. Has car cover and always garaged. Good condition. \$5,000. OBO. (805) 737-1158 or alexandr@best1.net. CA

1978 MGB. Yellow-Black interior. 36K original miles. New top, carpeting, seats. Lots of new parts, no rust. Excellent cond. Runs great. Asking \$6,000. (630) 268-1448. IL

TRIUMPH

1964 Triumph TR4 convertible. Stored 15 years, engine rebuilt before storage. Needs complete restoration. \$2,000. (803) 568-4990. SC



1965 TR-4. 1 of 4 right-hand drives imported to the US. Entire car as good as new; less than 500 miles on rebuilt engine. All original serial numbers. \$1,000s of spare parts. \$20,000 OBO. (760) 929-8788. CA



1969 TR-6 Silver Gray w/ black interior and top. Original owner w. maint. journal, 155K, engine rebuilt @ 145K w/ oversized cylinders, fairly new top, new battery and water pump. \$8,500 OBO. (805) 525-5455. CA



1969 Triumph TR6. Beautiful show winning, frame off restoration, rare magenta color, Red Line tires, and original radio. Included hard top and roll bar. \$12,500. (208) 773-2001. ID

1976 Triumph Spitfire 1500. Over drive. Runs and drives great. Original British racing green paint. New tires. Radio and original tools. A nice Original California car. \$2,800. (949) 642-9255. CA

1979 Triumph TR7 Roadster, low miles, good condition, many new parts. Dependable driver. \$5,700. (248) 442-7594. MI

OTHER



1952 Dellow MKII. Aluminum bodied trials car, English Ford driveline, thoroughly renovated, rebuilt engine, new wiring, upholstery. \$12,500. Offers. (847) 395-8024. IL


We request a \$10 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the next issue is December 6, 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.

Where's the Fun Gone in Motorsport?

continued from page 24

Taylor, and we were on our way to a race in Sweden, whilst still recovering from the prize presentation and gala dinner the previous evening at a circuit called Coxide in Belgium - where Trev had just won a F5000 race.

Trev, and my fellow mechanic Cedric, were fast asleep beside me and snoring like a couple of water buffaloes. As I came to a long, straight stretch of country road, with no traffic in front or behind, it was time to deliver the "alarm" call. I gently leant forward and positioned my upper torso flat on top of the steering wheel (which was almost horizontal) with my head flat to one side on the wheel rim - so positioned that I could still see the road. Satisfied that my posture resembled complete collapse at the wheel - with my left arm now hanging down and free swinging, I felt for the horn switch (a conveniently placed stick switch just below the steering wheelrim) with the second finger of my "steering hand" and pressed it - whilst gently steering the transporter to the wrong side of the road and heading for a ditch. My pals awoke instantly to the sound of the continuing horn blast to be met with the sight of a collapsed driver at the wheel. The resultant crash of feet on the floor boards and the tenor of the breath-gulping, panic screams were, of course, suitably orchestrated with a thunderous clap of thoroughly disgraceful swear words. As I gently moved back to my normal driving position, with a cigarette still in my mouth, we all burst into uncontrollable laughter at the heart bursting adrenaline rush I'd fired through the tired bodies of my pals - and the fact that Trev had been dribbling on his shirt and his hair was standing up vertically on one side where he'd been sleeping on it.

In the next issue "Fun" stories from "Classic Triumph Racing." 

Tech Tips

Stop Lights

Yes, those things at the back of our cars that we rely on to warn other motorists behind us that we are applying our brakes. Without these lights there would be many more rear end collisions. Since we have little or no protection at the back of our little cars and the "T" series cars have a potential bomb in the form of a gas tank at the back, it is of the utmost importance that we check that these lights are working on a regular basis. Since these lights are so important why not add an additional high center stoplight? There is plenty of proof that this extra light will reduce the chance of rear-end collision by 47% and we sure need all the protection we can get. Recently my wife Stella and I went on a run with our other members of our club. During one of our stops the driver of the car that had been following us commented that for the first few miles my stop lights had not been working but they were OK now. As soon as we arrived home I decided to check out the system only to find that they were quite dull and were working intermittently. Since all three lights had the same problem I went straight to the stop light switch. By connecting the two terminals on the switch together and turning on the ignition the stop lights came on nice and bright which confirmed that the switch was at fault. On the other "T" cars as well as the models you have no choice but to replace the switch so don't delay ordering one otherwise you may be tempted to drive the car again before it's fixed. On the "B" models you can, with a bit of imagination get into the switch to clean up the contacts as well as turn the contact washer round 45 degrees to give it two new surfaces and save yourself some money. Whatever you do, test your lights. Your life and the life of your passenger may depend on them working properly. Don't forget to install the extra stop light.

Walter Bumby
Canada

Clutch Bleeding

This tip is for all of us that absolutely hate to bleed our clutch. I, like many of you, have always put off bleeding my clutch for the simple fact that it's a pain. I mean, come on, who decided where to put this slave cylinder anyway? Well, here is a simple solution to the accessibility problem. Next time you decide to change out the clutch fluid (which should be done

once a year), remove the bleeder screw completely. Buy a 3-foot length of metal brake line with a fitting that is the same thread as your bleeder screw. Insert the new brake line into the slave cylinder, and route it up somewhere near the battery box or heater core. Screw the bleeder screw into the end of the new line, and now you can bleed the clutch from an easy to reach area under the hood. Keep in mind, your clutch will hold a bit more fluid.

Jay Sampson
Kenosha, WI


Quick Check

I am submitting this brief piece as a tech tip. It is a follow up to the "Speedometer and Tachometer Quick Check", I also was aware of the method of using a square driver bit in an instrument that has been sitting around unused for many years may well have some internal parts frozen up. I used this method on a speedometer I had purchased for my '54 Healey 100. While I did get a reading from the speedo, I also stripped the odometer and trip odometer. Use the bit to turn the instrument by hand before you try the power drill. Make sure that it turns with little or no resistance. If you don't, you risk breaking parts which are difficult to replace.

Greg Lemon
Lincoln, NE

No Speedo, Please

The idea of bringing a drill and a Robertson bit to swap meets to test mechanical speedos and tachs is okay for tachs, but I strongly recommend not to try it on speedos. The reason is that the odometer and the trip meter have little fiber gears, which may be stuck with old hard grease, and if you turn the shaft even a part of a turn, it will shear off the gear teeth. Guess how I know. Instead, hold the speedo in your hand and just flick it in a twisting motion. If the needle jumps up and returns to zero the speedo should probably be okay, so you can take it home, clean it, and make sure those gears are free and oiled; then you can do the Robertson test. The same is true for buying a car that hasn't turned a wheel for many years; disconnect the speedo cable before you move the car even one inch.

Rob Reilly
Glen Ellyn, IL 

Embroidered Floor Mats

Ultra Plush



Tufted



Protect your carpets from dirt, wear and fading.
Whatever your preference, each mat is tailored for
a perfect fit. Easy to clean.

Standard



DATED MATERIAL - PLEASE RUSH



Moss Motors, Ltd.

440 Rutherford Street

P.O. Box 847

Goleta, CA 93116

ADDRESS SERVICE REQUESTED