

MOSS Motoring

Fall 1993

Photo Contest

The deadline is just around the corner for our annual photo contest! Whether you're shooting for artistic special effects, highly detailed close-ups or just capturing the fun, you'll want to get in on the contest.

Here's your chance to make some of that photography really pay off. The Moss Motoring Photo Contest is open to amateur photographers who may submit up to three entries each. Contest winners will receive generous gift certificates, and everyone who enters will receive a \$5.00 gift certificate (one per entrant).

Remember, the subject is British cars and activities related to them. This includes vintage races, rallies, shows, social gatherings, restoration photos, Concours events and the vast array of activities enjoyed by all British car enthusiasts.

Please send all entries to:

Moss Motors Photo Contest
400 Rutherford Street
Goleta, CA 93117

There's plenty of time to get those special shots, since the contest closes October 1, 1993.

'93 Marque Day Update

Aug 28 TR Day, Goleta
Sept 11 Healey/TR Day, Dover
Oct 16 Healey Day, Goleta
Oct 16 MG Day, Dover
Sept 23-25 British Car Festival, Santa Ynez

Our Goleta Marque Days begin at 9 am and go on until 4 pm, while Dover events go from 9 am until 3 pm. Register for the People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free (non-commercial) spaces for individuals to sell and trade used parts, and best of all, you'll receive a special 10% discount on all parts you purchase at our counter!

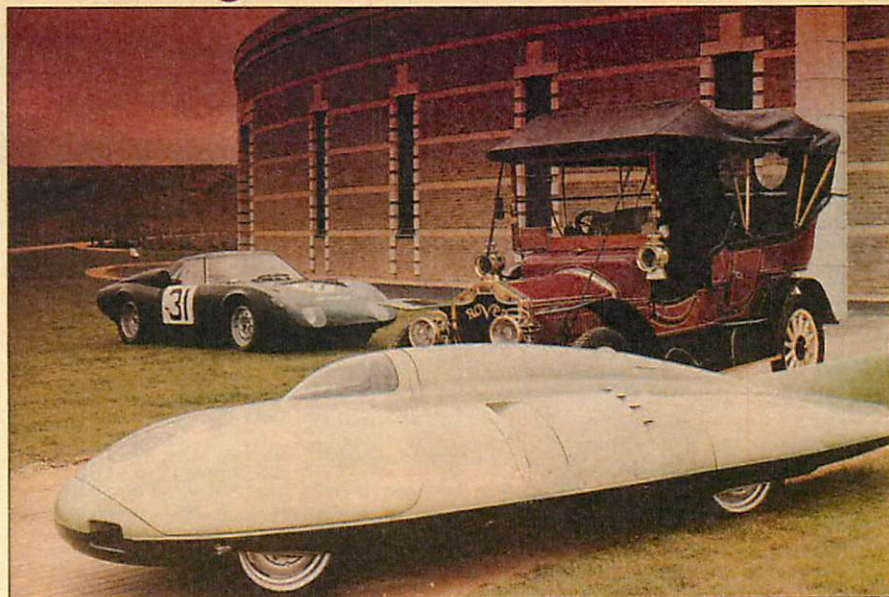


We usually have product demonstrations, video screenings, warehouse and department tours, as well as hundreds of bargain-priced items in our swap

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The British Motor Industry Heritage Trust Centre Museum at Gaydon

Rick Feibusch Los Angeles, CA

I've just visited what has to be the most interesting automotive museum in the world. No, I haven't seen them all, but I can't imagine a collection of British-built cars that could mean so much to an enthusiast. Why is the British Motor Industry Heritage Trust's facility at Gaydon so enjoyable? Not because it's new - which it is - just opened on May 1. And not because everything is so well presented - which it also is. It's because to me, a lifelong automotive Anglophile, born and raised in California, this museum is filled to overflowing with all of the cars I know and love, as well as prototypes of cars that could have been.

While many of Britain's historic motorcar displays seem to get lost in the era of gaslights, brass trimmings and elaborate Edwardian coachwork, the Gaydon Centre is heavy on post-war iron and the pre-war models that led to the onslaught of British automotive imports that made their way to American shores in the late forties and fifties.

These are the cars that brought Britain the millions of US dollars needed to rebuild its war-shattered economy. "Export or Die" was the slogan, and with steel allotments tied to export volume, export they did. Automotive exports brought the largest amount of dollars to the UK than any other manufactured product and British cars were the first imported cars that Americans came to know well.

Where other collections contain custom crafted one-off automotive statements of the landed gentry, the Heritage Motor Centre presents the cars that were mass-produced for export and the emerging British middle class. All of the vehicles on display were built by the various manufacturers that eventually merged together to form British Leyland in the sixties. The Nuffield Group; Morris, Wolesley, Riley and MG merged with Austin in 1952. Rover and Standard-Triumph were added later as the fortunes of the British motor industry contracted. Many of these wonderful, clever and quirky little cars were imported into the US, making them part of American automotive history as well.

The Gaydon site is the company's

original test facility and the surrounding territory still contains the test track, now obscured from view by a raised grade, landscaped and secured by a wire-topped fence. While the test track is off limits, the Land-Rover Jungle Track is in full view next to the visitor's car park. Once you've entered the facility and parked, you are transported down to the main complex in a custom-built, surrey-topped Land-Rover motor-tram.

This ride gives you a good wide perspective view of the new building that resembles a circular, earth-tone starship, complete with a glass-domed cockpit on top. In reality, the glass covers a massive, three story deep lightwell-lobby and a top floor area that will, someday, be the restaurant. Presently, the restaurant resides off the reception area on ground level. When the landscaping grows in, I'm sure the structure will look less like something that burns mysterious rings in the fields around Bath! UFO's.

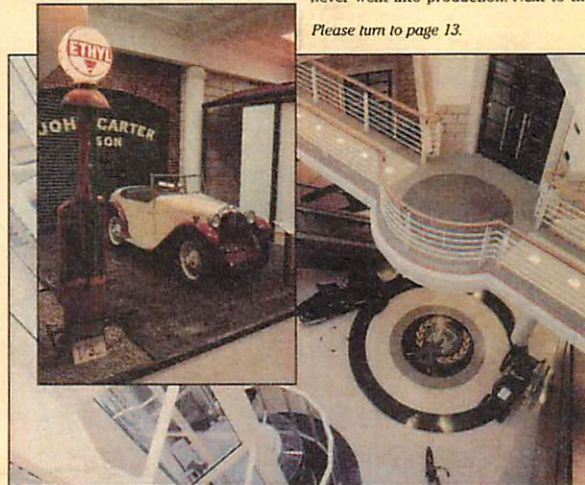
The ground floor features an art gallery, a computer-aided design exhibit, and a research library along with an engineering area featuring cut-away

engines, gearboxes and complete chassis. A ride in the glass-sided elevator lowers you to the main museum floor, where most of the cars are on display. I was overwhelmed!

Rather than list all of the collection, let's just say that there's something for everyone. Sports cars, racers, military vehicles, motorcycles, toys, taxis, police cars and off-road machines. Is that a Morris Minor five engine? Sure is. Built by the factory to use around the plant - it's narrow enough to fit between the lines! It's that sort of thing...

Are you an MG aficionado? You'll find everything from Cecil Kimber's "Old Number One" to the latest MGB RV8, as well as TB, Magnette and 1100 saloons (sedans, to us Yanks), and a number of land speed record and racing cars. On the ground floor you'll find the MGA Twin Cam "cut-away" chassis that toured the show circuit during the introduction. Tucked away in the Mini section there's a lovely Pinin Farina styled MG Midget replacement prototype built on a front-drive Mini floorpan. Pity it never went into production. Next to the

Please turn to page 13.



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Editor: Ken Smith

Design: Laura Eltherington

Contributing Writers: Doug Beagley, Guy Bigot, David Eichelbaum, Harry Haigh, Giles Kenyon, David Knowles, Marty Lodawer, Simon Oliver, Harry Newton, Chris Nowlan, Ron Phillips, Eric Wilhelm, and John Wilson.

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Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our newsletter production office at the address below (right down the road from Moss Motors):

Editor: Moss Motoring
400 Rutherford St., Goleta, CA 93117

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

Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

\$100.00 Gift Certificates

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

\$50.00 Gift Certificates

Book Reviews, Club Article Reprints (humorous or general interest)

\$25.00 Gift Certificates

Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions)

Our Pricing

Moss Motors Fall Order Value Discount Pricing is valid from August 9 through September 26, 1993.

Moss Highlight Pricing is valid until superseded by a new price list.



Hello, and welcome to the Fall edition of "Moss Motoring" the world's most widely read publication, devoted solely to British classic cars, and now in its tenth year. With nearly 150,000 copies circulated each issue we feel fairly confident in making that claim!

We have some changes in the editorial department, starting with this issue. For my sins I have been appointed Editor, although Laura Eltherington who has done a great job, over the past five years, bringing Moss Motoring to where it is today, will still be very much involved in the production side as will the rest of our team of art experts and contributors.

There will be other changes as we go along however, as we attempt to bring you the best free British motoring publication in the business. We will be widening our coverage of British cars to bring you features on models which we do not normally cater for, Minis, Morgans and Morris Minors for instance. We will be bringing you the latest news of British classic cars from around the world, including the U.K. also the hottest information from Rover Cars where a new MG is under development as we speak!

There will be regular contributions in

future by experts from outside the Moss Motors family, such as Ron Phillips, the Austin-Healey guru. On the octagonal front, John H. Twist and Doug Beagley (who remembers 14/40 MGs when they

From The



Cockpit

(were new!) will be regulars, as will Triumph experts such as Marty Lodawer and others. Of course Harry Newton's column will remain a regular feature, as will our technical tips and information, and these will be expanded as time progresses. All this we will bring to you—the Driver of our fabulous English autos.

And it is to those drivers we address our final remarks. We get many articles about restoration, we get lots of words about concours standard cars, but what

about the average pilot? The person who doesn't necessarily belong to one of the many fine clubs that abound in this great country, but who enjoys driving his/her Triumph, MG or Healey every day, just as much as the dedicated enthusiast. We'd like to hear from these people, after all this is YOUR paper! So send us your letters, articles, photographs so that we might pass along your expressions of pleasure (or pain!) gained from driving a classic British car no matter what the marque.

We hope that you enjoy this somewhat transitional issue of "Moss Motoring"—remember we are here to serve you, as we have been

for over 45 years! Nobody looks after your interests better than Moss whether it's in the areas of supply, production or reproduction, and you will always find an expert, sympathetic ear whenever you call us. We are glad to work with and for you, our valued customers! 'Till next time.

Ken Smith.

(If you want to get into print—we can accept contributions typewritten, laser printed, or 3 1/2" disc, text files from Mac or PC. ASCII preferred. Formatting is not necessary.)



New Hampshire

Dear Moss,

Very rarely do I write letters to parts companies but...I just had to compliment you on your great service. The last few orders I have placed have arrived within 2-3 days. I've found out that my orders are now coming from both New Jersey and California!

You people are faster than the auto parts chain that I work for, and thanks to the last order I have been able to rebuild the carburetors on my 1974 MGB GT.

Sincerely,
Tom Metcalf.

(Tom also sent us an interesting discourse on the merits or otherwise of electronic ignition systems, which we hope to find room for in a future "M.M." Ed)

Dear Moss,

This is a note for the "Big Guy" down there to let you know your people are very helpful and friendly—they took care of my small problem without any problem!

Every time I have reason to call I always get a salesperson who talks to me like we've been lifelong friends, so pat them on the back and tell them they're great. Keep up the good work!

Keep 'em rollin'....
Karl S. Westfall.

(Karl: The "Big Guy" went to the sales staff and carried out your request in person! They thank for your kind comments. Ed)

Sausalito, CA

Dear Moss,

I noted with interest Juan Manuel's article in the Spring issue of "M.M.". You may be interested to know that our 1957 MGA was built for the Carrera Panamericana by British Automotive of Novato Ca using parts supplied by Moss.

The car is now undergoing preparation for yet another challenge to the Porsches and Audis, and Juan Manuel has strongly recommended the Moss coil-over front suspension. Last year we used the standard shocks, and finished 6th in class, leading to a historic MG finish of three in the top ten places a feat as MGs had never even finished the

Carrera before!

We will be bringing the MGA to the Moss British Motoring Festival and if we can help anyone with information on competing in the Carrera we will be glad to help.

Best Regards,
Jonathan Edwards.

Great Falls, MT

Dear Moss,

A very delayed but very sincere thank you for selecting my photo as the Grand Prize Winner in the 1992 Moss Motoring photo contest. I intend to use the welcome gift certificate to restore the vehicle in the picture, but progress has been somewhat slower than anticipated!

My Wife, daughters and office staff at both our locations were thrilled to see a picture of the red Triumph which we have affectionately named "Jennifer", since she at times occupies my mind and leisure hours somewhat like a phantom paramour! Fortunately my wife understands only too well the relationship between sports cars and sports car enthusiasts!

Sincerely Yours,
James B. Larson, M.D.

(There's still time to enter the 1993 contest—details on page 1-Ed)

Experimental Healey Found!
One of the few Healey 3000s with experimental bodywork and 4 headlights has been found in Southern California, (thought to have been destroyed at the works after rejection by BMC management).
British Car Magazine

Canoga Park, CA

Dear Moss,

Re page 15 of the Spring "M.M.". That's what makes those zany April fool's jokes so rewarding and you'd be amazed at the number of so called Healey-experts we duped!

However one expert, rather qualified, was not so easily fooled! His name being Geoffrey Healey and he wrote to us from England tongue in cheek, demanding an

apology for even suggesting that he and his dad could have lashed up such an abomination!

However Geoff then went on to admit that it was unbelievably close to a real experimental job they created with four headlamps to comply with suspected U.S. lighting regulations in the early '60s. These regulations however did not come to pass and the one-off was stripped of its front sheet metal, put back to stock and sold off as a used car.

Our creation was a shock to Geoff as their special was never seen outside the works! Just goes to show sometimes truth is stranger than fiction.

All the best,

Dave "What a funny guy" Destler
British Car Magazine.

Hayward, CA

Dear Moss,

I was pleased to see the "Spridget" added to the Moss model car collection in the Spring issue of "M.M.". I could not however, resist the temptation to trace the model and change it to the specs. of my 1974 MG Midget! Enclosed is the result.

I have owned my Midget for about four years now and have been in love with it ever since taking it for the first test drive. Maintaining it has also been fun, thanks in part to the excellent service provided by Moss!

Sincerely,
Bernard Price.

(Well Bernard, you made an excellent job of the conversion and I guess sometime down the road we'll have to include a Midget in the Moss collection now that you've got everyone going! Ed)

Rialto, CA

Dear Moss,

I want to call to your attention the outstanding help I received this past weekend from Mike Grant and Craig Cody. Cody stopped and rendered much appreciative help when I suffered a problem with my Austin-Healey on Route 101. Mike arranged for me to get the parts I needed to get the car home.

It is gratifying to know that Moss Motors, Ltd. has such fantastic people on board that want to help others.

I wish to thank Mike and Cody for their excellent help. They are to be commended for going above and beyond the call of duty.

Gil and Jeannette Daab

Jaguar Jaguar Jaguar

At Full Chat

Harry Newton



The year was 1950. A fledgling auto salesman, I commuted from Westchester County to my job in Manhattan at the wheel of my first sports car, a medium green, right hand drive MG TD. Like a first serious romance, that car always has occupied a special place in my memory. Not only was the car a delight, owning it was an experience somewhat akin to being admitted to a fraternity. Encounters with other sports cars, even with an Austin, Standard or Morris, prompted a comradely exchange of hand waves between drivers. One may envision similar salutes being exchanged when equestrian knights of mutual allegiance met in feudal days.

Often, while driving south through Riverdale toward the West Side Highway that hugs the Hudson River shoreline, I was joined by a sleek, almost intimidating Jaguar roadster, sporting New York license plate XK 120. Some subliminal protocol made me realize that it would have been inappropriate to initiate an exchange of salutes...that my MG's subordinate ranking in the automotive pecking order obliged me to await a signal from the driver of that comparatively

Lust and Envy : The Emotional Pull of the Ultimate Sports Car, the Jaguar XK120

expensive, powerful machine. He seldom acknowledged my presence on what he undoubtedly considered his highway. While I loved my MG, I admit being absolutely awe-struck by that 'ultimate' sports car. Only the words, Lust and Envy, adequately describe my emotions. Narrow and taut, with a rakish vee windshield, the XK120 visually promised what the 3.4 liter, twin overhead cam, six cylinder engine beneath its bonnet could deliver. That look rendered superfluous the brass plate on the instrument fascia that assured passengers they were riding in a replica of the car that had been timed at 132 MPH at Jabbeke, Belgium. The leather upholstered cockpit had a businesslike decor, with large, easily read instruments that kept one informed regarding the Jaguar's vital signs. Pushing an unmarked button converted the gasoline gauge to one that told how much oil remained in the twelve quart sump, as if the driver would ever drive off without physically checking the dip stick. Next to the centrally positioned shift lever was a chromed 'fly-off' parking brake.

Among the XK120's other characteristics was the starting carburetor that made a unique hiss when in operation, but, as often as not, it malfunctioned. That was responsible for the creation of a cottage industry comprised of mechanics who installed auxiliary choke switches underneath the dash board. Nearly a decade would go by before I would own a Jaguar roadster, and ruefully I confess not having done it justice.



At Watkins Glen, Thompson, Bridgehampton and elsewhere, I observed Bob Grossman, Harry Carter and others demonstrating the Jaguar's speed and handling capabilities. On the west coast, Phil Hill was among the early drivers who recognized the new Jaguar's competition potential, with outstanding performances both at Pebble Beach and Torrey Pines. My first sighting of a made for competition XK120 C Type was at Floyd Bennett Field, where Masten Gregory drove one to victory. And, Gordon MacKenzie was memorable; he wore kilts in that pre-Nomex era when racing his C Type. In the pages of enthusiast magazines like *Road & Track*, *Motor* and *Autocar*, I followed Jaguar's victorious record in the hands of Stirling Moss,

Mike Hawthorne, George Abecassis and Ian Appleyard. Circuits like Brands Hatch, LeMans, Spa Francorchamps and Zandvoort were added to my vocabulary, as were rallies, the RAC, Alpine, Monte Carlo and Liege-Rome-Liege. What mental pictures those events conjured in the mind of this youthful enthusiast! In 1953, George Cook loaned us his gray XK120 coupe for a trip to "The Glen"... I particularly recall a spirited dice with an Oldsmobile 88 through a twisty section of Route 17 south of Binghamton... and, near Elmira, an impromptu session with a Justice of The Peace who assessed a \$10 fine for too exuberant a driving style.

Continued on page 13.

Visit to the Supercat Factory

Giles Kenyon, Business Development Manager, Moss Distributing, Ltd.

I recently had the privilege of visiting the facility of JAGUARSPO in Oxfordshire, England. This is where they are currently building 350 Jaguar XJ 220 cars which will cost, at retail, over half a million dollars each!

Production should be completed by the end of 1993 when the line will then switch over to a new Aston Martin limited production sports car.

The XJ220 in real life is really impressive, it's big and much longer and wider than it has appeared in photographs released to date. The cars are only assembled in Bloxham (just west of Banbury for you anglophiles!) all the parts are supplied from outside vendors and no manufacturing takes place at the Jaguarsport facility.

The twin turbo, mid-engined V6 produces 550 BHP cooled by twin fans up front giving a genuine top speed of 220



The assembly line; Giles and the XJ220.

MPH. The five speed manual transmission is standard and the only options the potential customer has is a choice of exterior color and interior trim, the latter incidentally being manufactured by Callow and Maddox, like Moss a member of the Heritage Specialists association.

There is no luggage space at all in the

XJ220 this is a true sports car and was designed and intended as such. The aluminum body keeps the weight at around 3,000 lbs and the car sits on huge Bridgestone tires these alone cost over \$1400 each! As the engine is a centerpiece of attraction it has a glass cover for easy viewing!

When I visited the Jaguarsport facility I was reminded of a hospital operating theatre. The floor was spotless and the cleanliness of the whole facility was impressive, as one would expect from an operation of this size and expense.

Most of the XJ220's will be delivered to British customers, with the remainder going to Europe, the Middle East and the Far east. Sadly none will be coming legally to the USA, as the car is not approved for DOT specifications. However in most enthusiasts eyes this marks a welcome, if somewhat expensive, return to true classic sports car production for one of the most successful marques in the world.

JAGUAR CLUBS

The National Club addresses for Jaguar are as follows, however, there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database - help us to help you!

Jaguar Club of North America
P.O. Box 295,
Lenoxdale, MA 01242

Classic Jaguar Association
78 Rivo Alto Canal
Long Beach, CA 90803
Robert Gillette 310-434-4712

Jaguar Clubs of North America
555 MacArthur Blvd.
Manwah, NJ 07430-2327

Tartan Picnic Blanket and Ground Cover

This high quality tartan blanket is fastened to a plastic/nylon ground sheet. The blanket is removable for cleaning and the whole sheet folds up for easy transportation and storage.

With a Moss picnic blanket your picnics will be complete. You will stay dry if the ground is damp and it fits nicely in the back of your car. The assembly is easily folded and incorporates a convenient carry strap.



Blanket

231-445

\$61.95

Jaguar XK120-140 Fender Skirt Pair



The Final Touch!

Fits disc wheeled cars only.

These American-made fender skirts are of excellent quality and include locks. As with most body panels, careful hand-fitting is required. Skirts are provided primed; you'll need to paint them to match your car color.



Skirt Pair

856-138

\$498.50

Classic-Fied Advertisements

We accept ads for British Cars only; no parts ads, replicas or exporters, please. Single insertion is \$35.00. Publication is quarterly, the deadline for the next issue is October 15, 1993. Place your ad well in advance, limiting it to 50 words or less. Ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please include your name, address, state you are located in, and phone. Send payment with ad to: Moss Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1957 TR3 small mouth: Low miles since ground up restoration. **1955 TR2, overdrive,** 65,000 miles, rare car. Both only \$18,500 or B.O. Phone 510-339-8208 after 3:00 p.m.

1958 MGA: Convertible, white with black interior. Fair running condition. Stred. Price \$6,500. Paul T. 205-543-2460 or 205-546-2419.

1971 MGB GT: New low drag A/C. Lots of special speed parts. Overall good condition, but might have turned bearing. \$1,500. Call 214-275-8204.

1973 TR6: Custom paint, all new interior and top. Only 7,000 miles on fully rebuilt engine and tires. Cherry - must see! \$14,500. Call Dave 818-767-2463 days.

1971 TR6: Assembled in Belgium, sold new in Germany. Car has CA title, and is currently smogged with new US spec. engine. Overdrive transmission in excellent condition, Koni shocks, more. Package includes original 150 hp fuel injection engine and complete ignition system. \$7,000. Robert Goldman 805-967-4546, days.

1961 MGA 1600 Roadster: New Grey paint with special order Grey leather interior. Rebuilt engine and transmission. Nice California car, nice price. \$8,000. 805-968-6629

1957 TR3: In super condition, 49,000 actual miles. Newly rebuilt engine, carburetors, generator and brakes. Has wheels, hard and soft tops, tonneau, hoodstick and side curtains. All new rubber, wiring harness and paint. Pearl white with new red upholstery and floor carpeting. Original everything. Asking 14,000. John, Long beach, CA 310-596-0493

MG TC-TD-TF Polyurethane Bushings

Urethane suspension bushings are an excellent alternative to original style rubber bushings which have always been prone to cracking. They do provide a slightly firmer ride, but the long-term durability makes them highly worthwhile for all T-series applications. The gloss black edge flanges can sanded to make them look exactly like the original rubber bushes. 8 required for TD-TF rear springs, 4 required for TC front springs.



Spring Bush	280-625	\$2.95
TD-TF A-Arm Bush	280-485	\$2.25
Shackle Pin Bush	280-615	\$4.75

Limited Edition MGB?

I have a problem concerning the manufacture of my 1980 MGB. It appears to be a Limited Edition, however, I have been told by a number of people that it can't be a Limited Edition unless it had either air conditioning or electric overdrive.

My car has neither.
Is this a Limited Edition?
Bill Deimling Amelia, OH

(If British Motor Heritage says that it's a Limited Edition, then it's a Limited



Edition. All the production records for MGBs and many other British classics are kept by the Archivist of B.M.I.H.T., Anders Clausager and if you would like a Production Trace certificate for your vehicle we give the details below at left.

Be sure to quote the make, model and

chassis/car number of your vehicle.

Note: Heritage has now moved from the former address at Studley to the new Heritage complex at Gaydon and all enquiries should now be addressed to Gaydon-Ed.)



British Heritage Approved Supplier and Manufacturer

Heritage Trace

With the opening of the new British Motor Heritage Museum in England all facilities and administration have been moved to the new premises. This applies particularly to the Production Trace Service where you can obtain production details of the cars manufactured by the companies which eventually became Rover Cars.

The new address to send to for details is:

Anders .D.Clausager.
Archivist-BMIHT.
Heritage Motor Centre
Banbury Road,
Gaydon,
Warwick.CV35 0BJ
United Kingdom.

The cost of the production trace service remains at \$40.00.

(Note: Records for many models are available; however, some exceptions are the TC-TD, Y-types, and Warwick-built Austin-Healeys.)

Inertia Reel Seat Belts



For MGB & Midget
TR4-250 & TR6



TR These belts directly replace original inertia belts or can be fitted to the side of the rear wheel arches on TR4-TR250 (but captive nut plates must be welded in place to provide anchorage point.).

Seat Belt	222-105	\$68.50
Plate Pair	222-115	\$9.50 each

MG Produced on behalf of British Motor Heritage, and approved for the American market, these quality belts provide dual sensitive locking features for optimum safety and comfort. Sold individually. Mounting brackets are required and are also sold separately.

Seat Belt	222-120	\$112.50 each	
Mounting Brackets	Left Hand	Right Hand	
MGB (wheel arch side)	222-135	222-125	\$4.95
MGB (top of arch)	222-155	222-145	\$4.95
Midget (wheel arch)	222-175	222-165	\$8.95
Captive Nut (weld to wheel arch)	222-185		\$7.75



1st Annual Moss Motors British Car Festival

Plan On Joining Us September 23-24-25, 1993

We cordially invite you to take part in our first annual festival of British car fun, to be held at the beautiful Flag Is Up Farms in the scenic Santa Ynez Valley in southern California.

The ranch is renowned for its thoroughbred horse racing facilities, and a large park-like area of the ranch has been placed at our disposal for the duration of what promises to be a unique event.

The whole concept of the festival is for people to relax and have a good time - this is not a high pressure British car meet - you can take part in everything, anything or nothing. The choice is yours! Planned activities include car coral parking for all British vehicles, a winners' circle of previous car show winners, a mild road rally and winery tour, and a funkhanas within the grounds of the ranch. There will be Western style barbecues and breakfasts, evenings of entertainment in keeping with the spirit of the festival, and tours of the surrounding countryside, plus shopping and sight-seeing expeditions by car or coach depending on your choice.

In the evenings we will have barn dancing to live music - come sit on a hay bale and enjoy the fun! Hay rides around the ranch will take you through areas inhabited by deer, peacocks, and you will glimpse some of the finest racehorses in the country - including Kentucky Derby and Santa Anita candidates.

We will have walking tours and other activities for the kids, and for adults and



FLAG IS UP FARMS, SEPTEMBER 23-25, 1993

kids alike, our popular pinewood derby event, spark plug, and wheel change contests. Do you want to see behind the scenes at Moss Motors in Goleta? We'll take you there by coach or you can drive your car the thirty scenic miles and enjoy the benefits of shopping at the world's oldest British car parts supplier!

All this and much more; hot air ballooning (at the ranch), glider rides from Santa Ynez airport and the hospitality for which Moss Motors has become famous are yours for a small fee.

Do you wish to camp, bring your RV, relax in a local hotel or just drive in each day? We can accommodate all tastes. The area is renowned for its many fine hotels and motels just waiting to serve you...so join us for a September fun-filled, sun-filled weekend of pure British motoring pleasure! See what's included!

Access to a beautiful park-like, fully operational, thoroughbred breeding and training ranch. The ranch is normally secured and gated, but will be completely open to festival participants.

Parking for cars, tow vehicles and trailers.

- R.V. and event car space.
- Camping space. • D.J. and dance night.
- Transportation to shopping (twice a day).
- Sight-seeing tour including a tour of the Moss facility.
- 10% discount, plus free shipping on all parts ordered during the event.
- Rally and Funkhana each day.
- Hard surface driving skill test.
- Hay rides and sling-alongs.
- Guided walking tours of the ranch, where you'll see horses, peacocks, deer, and some of the most beautiful scenery

in California.

- Entry for pinewood derby, spark plug changing, and wheel change contests. (Bring your own pinewood car.)
- Parking in specific marque car corrals.
- Barn dance one night. Western dance concert and dancing the second night, both with live music.
- Use of technical support facility (with advisor on duty) for emergency repairs.
- Free pick-up and car transportation back to the ranch should you break down on any road event. A roving marshal will monitor all rally roads.
- Hotels, food and barbeque are "pay as you go", but we have secured a great ranch menu with very reasonable prices. We have also secured good hotel rates for you at the local Ramada Inn. Book early, limited number of rooms.

We look forward to welcoming you to the Moss British Car Festival at Flag Is Up Farms. Call your sales advisor toll-free and we'll be happy to send you a registration packet and further details.

Triumph Triumph Triumph Triumph

Rallye Alaska 1992

Simon Oliver
Vancouver, B.C., Canada

The Event Rallye Alaska Highway '92 - To mark the 50th Anniversary of the building of the Highway.

The Competitors Several classes, from Competition to Motorhomes, with the whole range in between. To me the most interesting cars were a 1915 Cadillac, a 1935 Aston Martin, a 1937 BMW Coupe, and 1965 Lotus Elan and my 1960 Triumph TR3A, but then not many people understand my preference for noisy, drafty, unpredictable machinery!

Our Crew Simon Oliver and Bob Seymour - novice rallyists, brothers-in-law, and persuasive enough to con their employers into granting 12 days of leave from work, in September!

The Goal To reach Fairbanks at the same time as everyone else, with the car more or less in one piece. One look at the assortment of on-board computers, stop watches, trip meters, etc., on some of the other cars is enough to dispel dreams of novice glory. A poorly calibrated Jaeger speedometer, a department store calculator and wrist watches just can't compete.

Day by Day We meet on a crisp mid-September morning in the Vancouver suburbs. An introduction to the pleasures of attaching sponsors stickers without bubbles or creases, first words

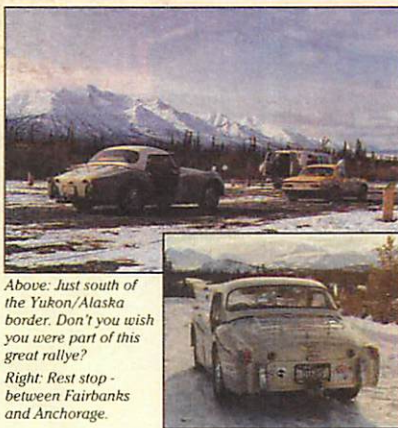
exchanged with some of our fellow competitors, coffee and doughnuts, and we're away on the first of two Monte Carlo style 500-mile days, north-east toward Dawson Creek. The first overnight stop is at an impressive new log-built resort near Valemount, B.C. The food is great, and the beer doesn't run out; both contribute to a solid first night's sleep!

Day Two We blast up the highway through Jasper and million dollar Rocky Mountain views. Yellow Lotus on our tail

and past us, an afternoon gas stop, and re-starting in a biting wind, to the worrying suggestion of an ignition miss. Peace River, Alberta, appears with the cordoned-off welcome area and the first of many genuine small-town receptions, but we are preoccupied with Mr. Lucas. Removing the distributor cap confirms some suspicions - metal filings on the points, the distributor shaft is obviously wobbling, the bottom bushing must be worn! Aargh. Several phone calls, helpful local suggestions and an enquiry at the wreckers yard are fruitless; it'll have to be a new distributor from Moss Motor's Vancouver outlet, Octagon, flown up to Dawson Creek.

Day 3 We're trying to start the car when a helpful bystander walks over. "Problems", he says? "You should talk to Bill; he can fix anything." Bill is at the other end of the parking lot wearing overalls with Bill written on them. "Lucas?", he says. "I think I have one of those in my attic."

As it turns out, there's no obvious similarity between Bill's attic model and ours, but undaunted, Bill removes our distributor from the car, dismantles it in his basement workshop, cuts out the old bushing, cuts a new bronze one, adds a grease nipple, rebuilds the unit and returns it to the car. He sets the point gap by eye and instructs me to "start her up". Ignition, smooth and steady, better than it's been for years! A genuine



Above: Just south of the Yukon/Alaska border. Don't you wish you were part of this great rallye?

Right: Rest stop between Fairbanks and Anchorage.

Cheshire Cat grin from Bill, and exchange of an absurdly small amount of money, and we're on our way. It has been a virtuoso performance; delicate micrometers growing out of gnarled and well-used fingers, not a tool misplaced or dropped, and not a moment of hesitation or indecision. Worth the price of admission many times over!

There's time for a first jelly-legged hill climb - we fit somewhere between the screaming Suzuki and a bubbling Bronco from Whitehorse - and our first view of the Paris-Dakar BMW bike, flown over for this event, and driven by a suitable insane young German, Christian Doppler.

Days 4 to 9. The Rally These days blur into a succession of starts and finishes, some regularities or special stages, the humiliation of missing a checkpoint which our dear (more experienced) fellow competitors had assured us did not exist, snow and mud on the highway, iced-up carburetors, lethargic wipers, overnights in wonderful small communities with hosts dispensing souvenir lapel pins, and time to tell the day's stories, invent others and embellish everybody's truths. The Aston and BMW crews still have their tops down, and as the mercury sinks, my estimation of their

thread your extractor bolt or rod fully into the pin head and do the tightening from either end

Don't use any more force than is absolutely necessary. Excessive force will only get you destroyed threads. Use penetrating oil, heat if you must, and prayer is appropriate but keep the pressure on the threads to a minimum.

When you re-install the pin, be sure you remember how hard it was to get out! Thoroughly clean the pin and the inside of the chassis tube, then apply grease, or an anti-seize compound to both surfaces as well as the metal inner sleeve of the silentbloc bushing at the front of the leaf spring.

TR owners in the U.K. had so much grief with these pins that they are now making them out of stainless steel which have proved much easier to remove. Of course a lot of this aggravation could be avoided if you did the job while the body is off the

insanity grows!

The Fairbanks Finale The final checkpoint is at Santa Claus's house in the North Pole, and then it's on to the meeting point in Fairbanks. Some casualties, but thankfully, nothing too serious. A broken half-shaft has sidelined a competition-classed Saab on the first day; the Aston is running without a generator; several niggling problems have been dealt with by the Lotus crew, and a 1942 Army Staff car from Montana has a frustrating ignition hitch. Christian Doppler comes off his bike more than once, but he is resilient, and survives a "twice-the-limit" speed trap on the final day.

As for the results? Well, turn them upside down, and we won our class! But for us, the satisfaction of reaching the finish line in a car that was hardly built with this sort of trip in mind, is more than enough!

Post-Fairbanks The concept of working for a living has receded into the distant past, but we know it has to be faced sooner rather than later. 5 months later I have a car that is slightly the worse for wear, with dings and nicks to prove where we've been, but we also have photos, journals and souvenirs of a lifetime experience. 3000 plus cramped, cold miles in 11 days did nothing to dampen my enthusiasm for the car; I haven't laughed as much in years, and I suspect that is what the Triumph's designers had in mind.

TR2-4A Crankshaft



Brand new forged steel crankshafts are another example of our commitment to the vintage Triumph owner. These cranks were forged from original factory tooling from a superior grade alloy steel. They are an excellent value and, of course, are fully guaranteed.

851-040

\$795.50

News from the Field

Ken Gillanders, Triumph Register of Southern CA

While it is not exactly a common repair, removal of a rear leaf spring on your TR2-4 can be a perplexing chore. It is largely straightforward until we come to removal of the front pin.

The front mounting pin passes through the chassis frame and when in place, protrudes on the outside far enough to pass through the eye in front of the spring, with the threaded end protruding far enough to accept a washer and a nut. So far, so good! The pin however also passes through a tube built into the chassis frame, being a slip fit (that is, until the pin and the tube get the chance to rust together). This pin has a flat spot on its head which locates it against a stop that is welded to the frame. The whole idea is to prevent the pin from rotating inside the tube. The head of the pin is drilled and threaded to accept either a 5/16" UNF bolt, threaded rod or special tool to remove it.

However here is where things get a bit sticky - over the years, the pin invariably rusts into the tube, and from this phenomenon comes all the Triumph folklore about the horrors of trying to

remove the (expletive deleted) pin!

1. Use grade 5 or grade 8 bolts or threaded rod in the pin head - if you lose the threads you are a dead duck, since you will likely have to cut a hole in the exterior bodywork opposite the pin and drive it out from outside the car. (Or lift the body off the frame!)

2. Take your time! I gave both pins a good bath in penetrating oil on each end over a period of five or six nights, in which time the capillary action of the oil dissolved most of the rust enabling me to remove the pins.

3. Be sure that whatever you use over the head end of the pin to pull against will loosely cover the head as well as the stop that is welded to the frame, to prevent binding. I used a length of pipe long enough to pass through the access hole in the chassis cruciform.

4. Try to avoid situations where the turning is taking place in the head of the pin. Try to find a solution where you can

Removal of a rear leaf spring on your TR2-4 can be a perplexing chore...

When you re-install the pin, be sure you remember how hard it was to get out!

frame, however springs seldom break during a frame-up restoration!

The National Club addresses for Triumph are as follows however there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database - help us to help you!

Vintage Triumph Register, 15218 W. Warren Ave., Dearborn, MI 48126.

Triumph Register of America, 5650 Brooks Road, N.W. Lancaster, OH 43130

Triumph TR6 Club, 11792 Thomas Spring Road, Monrovia, MD 21770.

6-Pack TR250-6 Club, 1012 W. Ninth Ave., Oshkosh, WI 54901

CLUBS

TRIUMPH

Sports Car Gallery

Sports Car Gallery features your memorable British sports car photos in each issue of the *Moss Motoring*. Please send your photos and thoughts to: Editor, Moss Motoring Sports Car Gallery, 400 Rutherford Street, Goleta, CA 93117.

Those of you beginning or in the middle of a lengthy restoration might breathe a sigh of relief after seeing these before and after photos sent in by your British car peers!



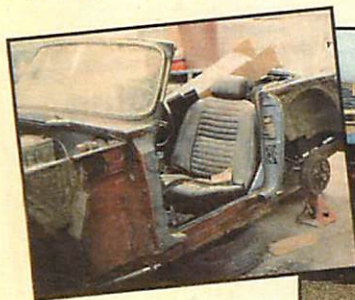
▲1960 MGA Twin Cam

A decade in the process, I spent 10 years collecting parts to put this one together. However, it was a labor of love to restore this 100 point, lacquer, leather, 1960 MGA Twin Cam.

Every nut and bolt is gold-zinc plated, the frame powder-coated, with cut wool carpet. I did not spare any cost to restore this jewel.

In 20 years, I have restored over 23 T-series, a few Healeys, TR2s and TR3s, XJs, XKEs and the MGA has got to have more nuts and bolts, more panels to fit and more compound body curves to match than any other British sports car. Anyone who has restored an MGA has my respect.

Gary Pomeroy Villa Park, CA



◀1974 1/2 TR6

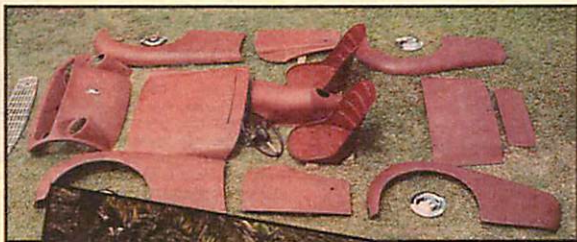
This TR is a composite of parts purchased over several years by the body shop, my mechanic and myself. She still needs to be properly detailed and have the interior completed. However, she has been on the road for 4 years, runs beautifully and is reliable. This is my 2nd TR6 and I have also owned a terrific '67 MGB, and my first British car, a '64 Sprite!

James Woodward
Pittsville, MD

▼1963 TR3B

It took 15 months and over 2700 hours of extremely tedious work designing parts that weren't there any more, trying to stay original (to a fault). It did get finished in October 1991, and then the mass reassembling began. It's funny how when you fit body parts on the body they fit fine (the body was setting on wooden frame for ease of working), then you try and put that body back on the frame and all of a sudden none of the parts fit straight any more! So more banging, sanding, welding and painting had to be done.

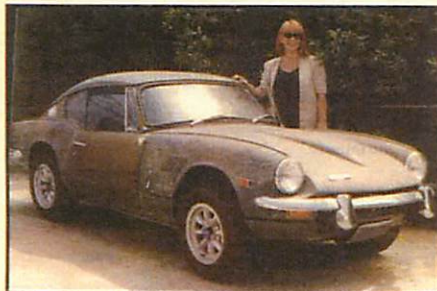
So if you are considering a restoration in your home from the ground up, have patience, take lots of pictures, and try hard not to be forced into a time schedule! Ron and Kate Bauer Ewa Beach, HI



Our British Sports Cars

We've been printing your British sports car photos and comments over the last few years and have decided (by popular employee demand) that we want to get in on the press, too! In each issue, we will be featuring your fellow British car enthusiasts at Moss in all processes of owning these lovable and sometimes hair-tearing automobiles. We'll try to show you some of the projects we're working on, and perhaps give you ideas for your own British sports car maintenance or restoration.

So, if you're driving a pristine and restored Concours car, or taking infrequent and guilty glances at that basket case in the back barn, watch for our equally cheering and frustrating tales of (movie intro music here) keeping our British sports cars on the road!



◀ Laura Etherington, Art & Advertising

My 1970 GT6+ sat uncovered and unstarted in a driveway for 15 years, leaving me with standing water in the rear and a zillion transplanted spiders. A quick loosening of the water pump pulley with a pair of channel locks, a can of ether, a lot of hope and 30 minutes was all it took to start it up. (Okay, a lot of water and oil leaked out and the fire extinguisher came in quite handy, but it did start up and even idled!) I won't mention the price, but can you believe that my mother had the nerve to suggest that I needed to buy a new pair of shoes instead of another British car?

Tom Lang, Sales ▶

It wasn't until recently that I had made the decision to further my knowledge of "the British car". In hopes of accomplishing this task, I took the entrepreneurial hands-on approach. I bought a British car, a ready-to-restore 1967 MGB roadster. That's right. As you can see from the before-hand pictorial, I now will have to practically live at Moss Motors in hopes of restoring my car in between work and school.

I'd have to admit that I really didn't know what I was missing until I sunk into the bucket seat...I fired up the engine and grinded into first gear as the car lunged into my first test drive. I rounded the corner, applied the pedal that usually works the brakes, and knew at that very point that my job of restoration would involve time and patience.



▲ Harry Haigh, Marketing Administrator

Of all the cars I have owned through the many years of my driving life (which includes most types of sports cars, sports coupes, and domestic sedans), I have never enjoyed, no, loved, any one of them as I do my every day driver, a 1961 Jaguar 3.8 MkII sedan. This beautiful little car rides like silk, zero to sixty in amazing ease, will give most sports cars an eye opener in the handling department, and after 32 years, still turns every head from eight-year-olds to eighty. It is the best of all motoring worlds to me. If I ever had to make the choice, my Jag or my wife...

MG MG MG MG MG MG MG MG

The Twentieth Anniversary of the MGB GT V8

David A. Knowles
V8 Register Secretary

It hardly seems possible that twenty years ago, the only V8 engine MGs were either a few American Ford V8-engined TD Midget "homebrew" specials or Ken Costello's exciting and well-engineered (but expensive) Rover V8 engine MGs. In early 1973, the best that British Leyland had to offer MG fans were a Midget and an MGB scarcely different from those which had issued forth from Abingdon for around a dozen years; furthermore, no-one seriously thought that either car would be destined to soldier on for another half dozen years!

The MGB had been mildly facelifted the previous autumn, redressing what most people at the time felt had been the worst excesses the Leyland stylists, restoring the grille casing of the 1962-68 MGB, but with an attractive black plastic cross-mesh insert instead of vertical metal bars.

By the summer of 1973, rumors were rife amongst those "in the know" that a rather special MGB was on its way, although British Leyland themselves were principally concerned with the launch of a new car to replace the similarly old but still popular BMC 1100 - well known in the US for the Austin America and MG Sport sedan variants. The good-looking 1100/1300 range had always sold well - it was for many years the best selling car in Britain - and so the car that was intended to replace it was obviously of prime importance to British Leyland. This important new car was the Austin Allegro - "The New Driving Force From Austin" - so the launch of the new high-performance MGB didn't get quite the high degree of razzmatazz expected.

The day of the launch arrived - Wednesday August 15th - and the MGB GT V8 was featured in full page advertisements in the leading British newspapers, the wording of the advertisement clearly identifying the new car's intend-



ed competition as the Datsun 240Z, Reliant Scimitar GTE and Alfa Romeo 2000 GTV, but significantly omitting to mention Ford of Great Britain's much cheaper Capri 3-litre - the closely related German version of which you will recall came to the USA as the Mercury Capri.

Reaction from the motoring press to the new MG was generally favourable - "Motor" managed to achieve a quite remarkable road-test performance which included a 0-60 m.p.h. time of 7.7 seconds; all the more remarkable when you consider that the V8 engine had a diet of 3-star petrol, due to its low compression ratio, which it consumed at an equally remarkably thrifty rate.

Nevertheless, some motoring pundits complained bitterly that the V8 was "too little, too late", and the fact that the car used the basically unaltered chassis and main componentry from the eight year old MGB GT was cited as an example of typical Leyland penny-pinching with their best loved sports car marque; memories of the much maligned MGC were still strong, and many people had



little patience with British Leyland or their cars.

The MGB GT V8 seemed to have a glowing career ahead of it, even though it was

always likely to be destined to be kept in the shadow of the V8 engine Triumph sports cars - the TR8 and Lynx - which were waiting the wings, but the Arab-Israeli War of 1973 suddenly put a different perspective on all large engine high performance cars: Petrol prices rose alarmingly, and preparations were in hand for petrol rationing should circumstances demand.

Suddenly, large-engined cars which the British general public perceived as "gas guzzlers" were out of fashion, and any of these which existed solely for the home market were bound to suffer accordingly.

Sales of the MGB GT V8 were quite buoyant for the first twelve months or so, but fell rapidly into decline in 1974 and never really recovered. There were additional internal political factors and looming massive overall losses at the troubled British Leyland Company which also didn't help - the company would as a consequence be nationalized in 1975 - and the greater importance which was attached to the "rubber bumper" facelifts to the entire MG

sports car range meant the MGB GT V8 survived largely because of enthusiastic MG management and a dedicated core of enthusiastic customers.

The last two MGB GT V8s were built in September 1976 - after a production total of 2,591 cars - and these two cars were even fitted with the 1977 model year MGB interior trim in a forlorn hope that the only eight-cylinder factory MG could be kept in production; sadly, this was not to be, however, and the V8 quietly slipped from the new car price lists and into MG folklore.

Many questions mystified MG enthusiasts for many years - for example, why

Continued on page 13.

MG CLUBS

The National Club addresses for Triumph are as follows however there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database - help us to help you!

New England MG "T" Register,
Drawer 220,
Oneonta, NY 13820.

North American MGA Register,
2114 Pinehurst Drive,
Carmel, IN 46032.

North American MGB Register,
P.O. Box MGB,
Akin, IL 62805.

American MGC Register,
34 Park Avenue,
Asheville, NC 28803.

American MGB Association,
P.O. Box 11401,
Chicago, 60611.

The Original MGA

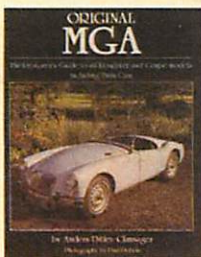
211-385 \$34.95 Author: Anders Ditlev Clausager

Reviewed by Guy Bigot, Wichita Falls, TX

Enthusiasts in the MGA community have been anxiously awaiting this new book about the MGA. It is written by Anders Ditlev Clausager, who is the Archivist for the British Motor Heritage Trust. This is his ninth book. Apart from being the author of two sister volumes, The Original MG T Series and The Original Austin-Healey, he has written several other titles on classic cars.

The book contains well over 100 pages with almost 200 high quality color photographs showing every permutation of MGA specification in remarkable detail. Drawing from factory records, parts lists and catalogues, as well as the accumulated knowledge of respected restorers and dedicated enthusiasts, this book is full with interesting facts about the minor changes to the MGA over the years.

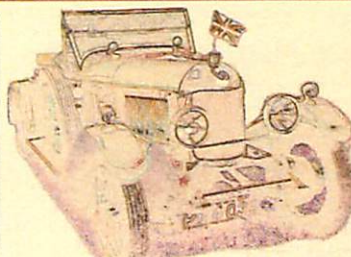
Every aspect of the car is discussed in a separate paragraph, and accompanied by pictures. Frame, bodywork, interior details, instruments, tires, colors, material, no detail seems to be forgotten. The production dates and numbers and paint color schemes and a very



extensive reference table are also included. Mr. Anders Clausager used a few beautiful cars for the pictures in his book. Besides several restored cars, he features a one-owner-from-new Twin Cam with only 9000 miles.

This book is a must have:

- For the owner of the mint 100-point Twin Cam: The classy look of the book makes it an outstanding showpiece on your coffee table.
- For the daily driver who doesn't want a 100% original car: You'll love to just look at the pictures in the book.
- For the real MGA-nut who knows everything about the MGA: You'll realize you're not even close yet!
- For the avid restorer: You'll be able to see and read if the washer bottle mounting bracket really was painted Tudor Blue.
- For the basketcase owner: This book will supply you with the enthusiasm you'll need to put yours back together.
- And last, but not least, if you don't even own an MGA: To understand why people like me are so crazy about this classic.



News from the Field

Doug Beagley

and could spot them on the road, but as they were more sporty than sports I was not really interested. The came the 1928 Show and the introduction of the "M Type" and my fate was sealed so much that I followed MG's from then on, especially with their emphasis on the Abingdon racing program in the thirties. This was a very exciting time along with the golden days of Grand Prix racing.

About this time my father and I started to study the used car advertisements for something suitable for me (an MG of course!) but my life was disrupted by the advent of World War Two in which I joined the Royal Air force as a pilot. However because of my mechanical bent I was designated as a Flight mechanic and fitter! I had the chance to mess around with many wonderful aircraft and grew to know and understand, twin overhead camshafts, superchargers etc and after nearly six years I was released and came home to civilian life and a wife.

We emigrated to the United States in 1948 where I convinced people I was an accountant and my first real job was maintaining the books of a Studebaker agency! After a couple of Studebakers (suitably warmed up!) I

Continued on page 13.

A regular contributor to "M.M" in future will be a venerable gentleman by the name of Douglas K. Beagley... here Doug introduces himself and we think you'll find his contributions fascinating-watch this space!

"I was born at a young age and was smart enough to choose a car buff for a father. I do not recall our family ever being without mechanical transport, when other children were being raised on Dick, Jane and Spot, I was given "Autocar" and "Motor"!

I was always fascinated by cars and first fell in love with W.O. Bentley's care-green cars, especially the "Blower Bentley's". My father was a journalist with an automotive bent and so he attended the London Motor show every Autumn and would return with a large supply of catalogs, brochures for me. These were saved and studied until my mother could stand them no longer and they would disappear!

In those days I was aware of MG's

TECH TIPS

Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$25.00 gift certificate.

74



Climb Every Mounting

If you own a late MGB 1974 1/2 to 1980, and contemplate rebuilding the motor, changing the clutch or motor mounts, you might consider this tip which will make life a lot easier.

Countersink the fuel pump hole and block off the plate. Replace the screws with countersunk Phillips, slotted or alloy screws. This will make installing the left hand motor mount bolt so much easier. Moss part # 323-280 is just the job for this operation.

Original Duplicates
Fresno, CA

75

Handling With Care

I am gradually getting to know my 1964 TR4, nut by nut and bolt by bolt! However, having completed major repairs I was ready for a summer of driving, however the handling of the car was abysmal.

The problem was vague and there were a number of front end problems that could be contributing to it. The TR seemed drift left on acceleration, drift a little to the right when I braked, but would drive reasonably straight with my hand off the wheel at a steady speed. Was this suspension, bearings, tires alignment or what? Braking was also a problem: initially I had trouble with the

hose that runs to the rear brake lines on the differential and axle. That hose had become swollen on the inside, making the rear brakes slow to respond and slow to release (hence the brakes stuck). This trouble was described in the Moss TR2-4 catalog and was easily remedied.

After fixing that problem I then had persistent difficulty with a spongy brake pedal; there was no apparent leakage of brake fluid but despite repeated bleeding of the brake lines, the first pedal depression was spongy but the second and third "pumps" were very firm.

During the off season I rebushed the suspension and replaced the springs and shocks and as usual I made even more amazing discoveries that made me wish I had never risked driving the car before the repairs were carried out. For instance 3 of the 4 trunnion pins were broken! However during this work I noticed that the left front brake hose was a little frayed and I decided to replace both hoses. It was about this time that a possible solution to the handling problem came to me...if the left brake hose was swollen inside and nearly blocked, it would cause a delay in left braking, a soft brake pedal (as brake fluid slowly flowed past the obstructed hose to fill the chambers in the left brake. It would drift initially to the right as the right brake acted first, and later drift to the left as the left brake was slow to release (since the hydraulic pressure would be released more slowly).

Eureka! In fact when I removed the hoses I found exactly what my theory had predicted: the right hose was clear, while I couldn't blow air through the left hose, and after installing new hoses and bleeding the system, the sponginess was gone from the brake pedal. The handling and the ride were also much improved.

I really should have known better, after all I had already had the experience of a blocked brake hose on the rear, and I suspect that brakes are often overlooked in handling problems. I am convinced that the safest plan is to regularly inspect and at least replace all the rubber components that have anything

to do with safety or performance (brakes, steering) after all you only have one life!

David W. Crabb,
Indianapolis.

76

More Skinners Union Stuff

We know that the balancing of S.U carburetors requires the removal and replacement of the anchoring nuts and bolts, and washers for the air cleaners. We also know the contortions required to replace the washers and nuts up under the carbs (as well as the kneeling, searching and cursing when we drop them twice!) I think the following might simplify the problem.

The holes in the carb flanges that the 1/4" (.250") air cleaner anchoring bolts go through are .257" plus (at least the ones for my BN-1 Austin-Healey "H" carbs are) and this just happens to be the recommended hole size to install 5/16" X 18 helicoils. Run the 5/16"-18 tap in a helicoil kit into these holes with the wing nut tool. The insert may be a little long for the thickness of the flange but screwing a 1/4" X 18 bolt through will break off the little "tang" and set them.

Now the removal and replacement of the air cleaners is from the outside, and washers and nuts under the carburetor are not required. This method can also be used on other British cars with the same set-up.

Donald LaTrobe,
Huntington Beach, CA

(Our technical boffins advise that this will not work on MGBs which have throttle cables held on by nuts on the back-Ed.)

77

A Plug for Calipers



When rebuilding disc brake calipers, your shop manual or other service instructions proba-

bly recommended removal of the pistons by using pressure from the hydraulic system. However this method is not only messy, but inhibits the work by allowing removal of only one piston at a time. It also forces you to work on the caliper under the confines of the wing while it is tethered to the chassis by the brake hose.

However there is an alternative mechanical method which permits removal of both pistons at once while allowing you to do the work off the car. Remove the caliper assembly from the car, disconnecting the hydraulic hose at the caliper. Determine the inside diameter of the caliper piston, then visit the hardware store and find a plumber's "test plug", or try the auto store for the rubber plug used to replace the steel expansion plug in a cylinder block core opening. Both are rubber sleeves with concave washers at each end and a center bolt used to compress and swell the rubber sleeve. Choose one of a diameter as close as possible to the piston bore.

Now cut a piece of 1/4" X 1" steel strap about 6" long and drill a hole in the center that will fit the bolt in the expansion plug. Install the strap on the center bolt with the nut finger tight and cut off the bolt flush with the nut.

Insert the plug in the piston bore, install the strap and tighten the nut securely to cause the plug to grip the inside of the bore. If the plug should prove too small to expand enough to grip the piston, securely wrap a few turns of rubber tape around it until it is large enough to grip as needed. Rubber tape is far better than plastic or electrical tape because it will expand with the plug having good friction characteristics.

Once the plug is tight in the bore grasp the caliper and tool assembly with both hands, placing the thumbs on the back of the opposite cylinder and the fingers around the strap. Squeezing the hands closed will extract the piston from the bore. Then repeat for the opposite side. Either this tool or a C clamp can be used to install the pistons following the rework.

Dan Herman,
Naperville, IL

Lucas vs Moss Reproductions

David Eichelbaum
Marketing Coordinator

When I first started going to British car shows and swap meets I was amazed by the displays of Lucas switches, lenses, and various goodies that so many of the vendors had. Things were always laid out in enticing displays where you could pick up and inspect boxes for completeness. Displays were dominated by tons of brightly colored orange and white Lucas boxes - the contents of which was commonly regarded as gold.

I was even more amazed by the astronomical prices being charged for those items. The TR4 sidemarker lenses I'd been searching for so desperately were ten or fifteen dollars each, tailamp lenses weren't to be found at all, and I quickly learned that most of the things I wanted were considered NLS, or Old Stock items. I knew Lucas still made plenty of electrical goodies - brand new Jaguars and Rovers still had Lucas electrics after all, right? So, what was going on? And what was the idea of reproduction parts that looked like a Lucas part, but had no name at all on it?

We get lots of calls here every week from customers asking the same kinds of questions.

How come the wing mirror I ordered for my Healey (165-500) doesn't say Lucas like the old one, or the old "Flame-Thrower" spotlamps? (162-700 & 162-800) The biggest, and most common, question is "How come you guys go to all of the trouble to make such a nice product, but then leave the name off? And how come other people ARE remanufacturing lenses and whatnot that say Lucas on them?"

In fact, there are a lot of reasons and answers behind these questions. Perhaps the most important one is that Moss Motors still maintains a very positive and constructive working relationship with Lucas, where we continue to purchase a significant amount of product. All things considered, everybody in the industry should feel extremely fortunate to be as well serviced by Lucas as we are. The availability of parts for our 30 year old cars is really quite wonderful.

As far as reproduction parts are concerned, we've been working closely with Lucas for years to keep up to date with the items that are drying up and unlikely to be available in the future. Sometimes we manage to talk them into another production run, and sometimes we all realize there just isn't a strong enough market to warrant large scale production anymore. At that point, we have the option of considering remanufacturing, which is exactly the case with some of the wing mirrors and spotlamps we offer. As they're not actually being made by Lucas we certainly cannot put Lucas' name on it if we ever hope to buy anything from them again!

I hope that this has taken some of the mystery out of the reasoning behind



using Lucas parts vs. reproductions of Lucas parts. While this article has been specifically about Lucas items, the same reasoning and ideas can be applied to a great many of the more than 5000 items that we currently remanufacture for Austin-Healey, MG, Triumph, and Jaguar sports cars.

Glovebox Workshop Manuals



MGA, MGB 1955-68	212-460	TR250-6 1968-76	212-500
MGB 1968-80	212-470	Spitfire 1969-80	212-490
Sprite-Midget	212-480		

Manuals \$12.50 each

Such a good idea, we wish that we had thought of it years ago! Imagine a complete and detailed factory workshop manual reduced to fit in your glovebox. It's easy to read, and the diagrams and illustrations are very clear. The price is great, too.

Under The Bonnet

Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may be rudimentary to old-time mechanics, we'll be exploring various short-cuts as well as talking about tricks-of-the-trade not mentioned in manuals. If you'd like us to cover a particular topic, please write to: *Under The Bonnet*, 400 Rutherford St., Goleta, CA 93117.

Back to the Basics - Intro to Zenith-Stromberg Carbs

Eric Wilhelm
Technical Services

Fear of the unknown is probably the greatest stumbling block most people seem to have in dealing with Zenith-Stromberg carburetors - they are much maligned largely because they are not understood. The basic Zenith-Stromberg, as used on Triumphs in the mid-'60s, for example, is actually simpler and more reliable than the SU carburetor it replaced. While later Z-S models used a large number and variety of "add-on" features to meet our pollution control requirements, the basic "heart" of these carburetors remained relatively simple.

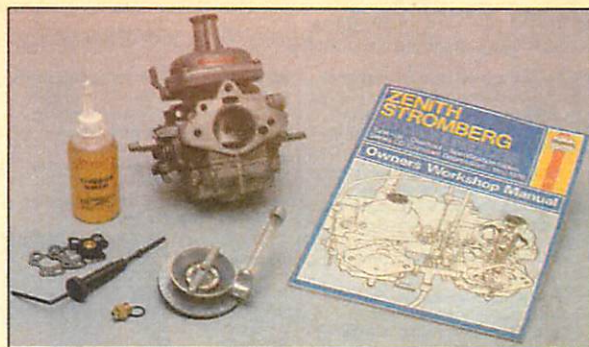
Like the more familiar SU carburetors, Zenith-Stromberg carbs operate on the "constant depression" principle. (The "CD" in the Z-S series designation stands for "constant depression".) "Constant depression", also known as "constant vacuum", "constant pressure", "variable venturi", or "variable choke", simply means that the effective area of the carburetor venturi varies according to the engine requirements, producing constant air velocity and pressure differentials across the jet orifice during normal running. This condition is produced by the air valve (air piston) rising and falling in response to engine vacuum. While "modern" SU carburetors rely on carefully and expensively machined parts to produce a moveable vacuum seal at the top of their pistons, Zenith-Strombergs use a thin flexible diaphragm to effect this seal. (It is interesting to note that the original SU models prior to World War I used this leather diaphragms for this purpose.) What causes the air valve to rise is engine vacuum acting on the air above

the air valve through the holes in the bottom of the air valve. When engine vacuum decreases, the weight of the air valve, aided by its spring, brings the air valve downwards.

Fuel is metered by a tapered needle mounted in the bottom of the air valve, and a fixed jet. As the air valve rises, allowing more air to enter, the tapered needle also rises in the jet, allowing the proper amount of fuel to mix with the air. This amounts to having a carefully calibrated variable jet to match the variable venturi - a classically elegant design. Since both of these elements operate together in direct accordance with the requirements of the engine, as expressed by the engine vacuum, a properly balanced air-fuel mixture is maintained throughout the engine's operating range with an absolute avoidance of complexity.

The extra rich mixture required for acceleration is produced by the upward motion of the air valve being retarded by the oil damper in the piston guide rod. This condition allows engine vacuum to draw proportionally more fuel than normal from the jet. Should there be no oil in the dashpot, only a normal running mixture can be produced, and acceleration will be very poor.

Model designation of Zenith-Stromberg carburetors can be a little confusing, as the cast series designation on the top covers are not always complete and accurate. The only way to accurately identify these carburetors is by the small square metal tag attached under one of the top cover screws. The



Zenith-Stromberg Necessities

Dashpot Oil, 125 ml	220-225	\$6.95
Zenith-Stromberg Grose-Jet	386-350	\$4.50
Zenith-Stromberg Manual (Haynes)	212-940	\$13.95
Carburetor synchronizer	386-200	\$25.95
Mixture adjusting tool (for adjustable needles only)	386-310	\$7.95
Replacement diaphragm for bypass valves	365-755	\$7.95

number stamped on these tags is the unique specification number for a carburetor's particular application.

First introduced in 1964, the original CD series incorporated no pollution control features, and provided cold start enrichment by means of a "starter bar", which operated as a true choke. Various types followed, incorporating various pollution-control features. The CDSE series incorporated biased spring-loaded metering needles and cable-operated "starter boxes", along with temperature compensators and bypass valves.

The CDSEV series added a float chamber vent valve, which alters float chamber ventilation according to throttle position. The CDST series used a thermostatically operated "water choke". CD4T and CD5T carbs use the water choke, a "Downstream Discharge Idle Circuit", which is adjustable independently from the non-idle operation of the carburetor, and internal emulsion jet temperature compensation.

The "add-on" devices found on most Zenith-Stromberg carburetors are probably the main cause of confusion, complaint, and problems, mostly because they are not understood. Careful study of them, and the understanding that they are discreet, self-contained units makes dealing with them much easier.

The rotary "starter box" used on many of these carburetors has a series of holes of different diameters drilled in a circular plate. As the choke cable is pulled out, more of these holes are progressively lined up with a passage leading into the throttle body between the air valve and the throttle disc. Fuel is

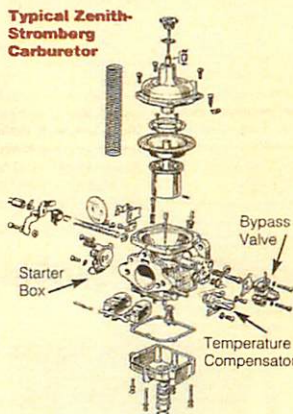
drawn from the float chamber through the holes in the disc to provide the required enrichment for starting.

The "water choke" units are very complex in construction and operation. They incorporate a bi-metallic coil which controls the fuel enrichment by means of a tapered needle valve assembly. However, in order to meet pollution control requirements, this action is not direct, but acts through a stepped cam, levers, vacuum piston, and throttle position sensor. All the driver has to do is momentarily depress the accelerator pedal, and the automatic functions do the rest to establish the correct amount of fuel enrichment required.

The external temperature compensators prevent overly rich mixture when the engine compartment temperature, and therefore the fuel temperature, is high, particularly when idling in traffic, by bleeding additional air into the throat of the carburetor. Bypass valves overcome the mixture-

richening effects of sudden deceleration and engine overrun. At a certain high level of manifold vacuum the bypass valve opens, allowing a metered bleed of air/fuel mixture to pass behind the throttle disc. This has the dual effects of maintaining efficient (ie. less polluting) combustion, and lowering the manifold vacuum which caused the overly-rich condition.

(The next *Under the Bonnet* article will deal with maintaining, troubleshooting, and tuning Zenith-Stromberg carburetors.)



Britfest 1993

April 24, and Britfest '93, hosted by the MG Car Club Central New Jersey Centre, at Moss Motors' East coast warehouse and sale facility, was just about as perfect as a car show event as can be imagined. The sky was a brilliant blue and the temperature was in the mid-'60s. For the first time in several years Mother Nature was kind to this event, which traditionally marks the beginning of the driving season in the mid-Atlantic states. No snow fell, no rain lashed the show area, and no bone-chilling temperatures froze cars, vendors and spectators; a wonderful change of pace from recent years. Moving the event to the last Saturday in April seems to have been a wise decision on the part of Moss Motors and the Britfest planning committee.

"Every" British car in the area seemed to come out of storage for the Moss Motors' Spring All British Car Show and Vendors Flea Market event, now in its eighth year. In fact, the only negative was that, if anything, the day

was too successful. In 1992, the Britfest British car show spots (120 of them) were filled up by 11:45 am. To prevent a repeat of that situation, the vendors were moved further down to create twenty more car show spaces. This spring the 140 spaces were filled by 10:45 am.

The president of the MG Car Club Central New Jersey Centre, Richard Miller, said later, "I'd like to extend an apology to those drivers who came after 10:45 only to be disappointed. It was very hard to turn away a driver who had come a great distance, but there was simply no more room for show cars. The club will be working in conjunction with the management of Moss Motors' east coast facility to find ways to increase the size of the car show area. Even if it means that the number of vendors has to be reduced, our first obligation is to those lovers of British cars who want to display their vehicles. Once again, our apologies to anyone who was inconvenienced."

MGB, Sprite-Midget, TR250-6 Door Lock Fitting Kits



Fits 1965-80 MGB, 1964-80 Sprite-Midget, and TR250-6.

Just In!

Our door lock fitting kit is a clever UK-designed hardware kit which makes the installation and subsequent removal of factory door locks easy and very secure. Kit does not allow lock to rotate, which is a common problem with factory spring clips.

Kit 402-195 \$18.40 (does 2 doors)

Just Drifting...

W. Harry Haigh, Marketing Administrator

To all the cars I have owned before, that wandered in and out my door, I am glad they came along and I dedicate this column, to all the cars I have owned before.

I am sure of all the British sports cars that any one of us has owned can tell a story, a story that can bring laughter, tears, frustration, anger, or any one of many emotions that flit through our minds as we reminisce about the good old days.

Nothing brings back memories better, than jumping into your beloved British sports car on a warm summer's night, and with the top down, driving as fast as your conscience will let you, hearing nothing but a crisp exhaust note which is music to your ears, you drift off down memory lane.

The year is 1954, I am just twenty five years old, and find myself in the work shop of the British car service garage I had started just two years earlier, with a tool box full of British tools that I had brought with me from England, and a certificate known as "City and Guilds", which incidentally, in Ontario Canada, which is where I am at the time, was not worth the paper it was written on, but it took a lot of hard work and study to acquire, and it gave me the confidence of "Al Francis" (Famous racing mechanic for Sterling Moss) and in my mind I was the greatest thing that had happened for the British car owners in the city of Brantford. They thought I was a mechanical genius, because, not only did I know how to change the bulb in the light unit of a Morris minor, ("What do you mean, the bulb has burned out? I thought it was a lite unit!") but I could recite the plugs and points gap with out looking it up in a book, Laugh, AH AH. (Man how things have changed), but in a town of twenty five thousand people that never did have a British Car service Garage before, and that these British cars were the first foreign cars they had being exposed to, it was pure magic.

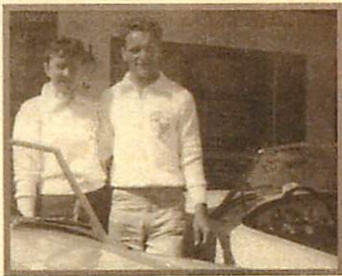
It is August, 10:30pm, and it is very

warm and humid, I am just getting ready to close shop when the still quite night was aroused by the sound of a not so good running four cylinder engine, "another Morris minor valve job" I thought, we did a lot of them in those days, every twelve thousand miles whether they needed it or not, you had to DE-Coke them you know.

The door of the garage was still open and in drove a beautiful DEL-LOW, and the not so good running engine sound was obviously a wild cam ford 100c engine, trying its best to idle. "What do you know about DEL-LOWS?" was the first words out of the mouth of the man who was to be instrumental in getting my attention, and wonderment, of the joys and camaraderie of the British Sports Car fraternity.

The gentleman was from England and an ex member and racer of the "Sevens Club", an active club in England that did all their exotic driving in Austin Sevens, he was also a member of a fledgling local sports car club, and solicited my membership by telling me great stories of the activities in the sports car clubs of England, and it was his intention to create the same enthusiasm here in Canada.

Because I was fresh from England and never owned a car of my own over there, I was not enthused with the little under powered British cars that tooted around town, and there were so few sports cars at that time, that I did not get to drive any thing exciting long enough to get my attention. Although I was making a good living fixing the Morris's, Austin's, Hillman's, Standard



vanguards, (now there was a hot rod in its day,) and a few MG TDs, I liked the big Jobs best, the bigger the better was my motto at the time. I had already owned a Olds 88, A Hudson Terroplane, and at this particular time I was the proud owner of a 1952 Kaiser Manhattant, shudder!! any way, I was talked into going to the local Sports Car clubs next meeting, by a promise from my new found friend, that if nothing else, it would be good for my business to meet all the local sports Car enthusiasts.

In retrospect he never would know how this first car club adventure would change my life forever.

The car club meeting date rolled around, and off I went, not in my Kaiser, but in the passengers seat of the Dellow. Well!

This was my introduction to "The power to weight ratio", and this driver knew how to use it, wow!

As I remember, it was a about a twenty minute drive to a small town north of where we lived. The head lights cut a brilliant swath of light through the darkness and I could see about a quarter of a mile ahead that the road showed a dramatic sweeping turn to the right. We were traveling at very high rate of speed and before I could blink an eye we were on the corner. I knew the road turned right because I had seen it in the head lights, but why was this guy turning the steering wheel to the left, and if I had been mistaken and the road did not turn right, why was I been thrown to the left hand side of this car. As I looked away from the windshield I cast my eyes downwards with the hope that this turn was all in my imagination, and from the light that emitted from under the dash another phenomena greeted me, as the feet of the driver did the Texas two step and the Russian ballot across the pedal range, never stopping in one place for

more than a split second at a time, "How yer doing down there" yelled Rod.

As this same scenario was carried out numerous times in the minutes that followed and as exhilaration took over from fear, and wondering if I needed a change of underwear, me (The BIG Car driver) found it unbelievable that this little PUT PUT could perform such magnificent maneuvers, and stay upright, go right when steered left, go like the wind and stop on a dime, I thought this man driving this machine was a wizard, but after all he was driving A Sports Car, not an OLDS or a Kaiser.

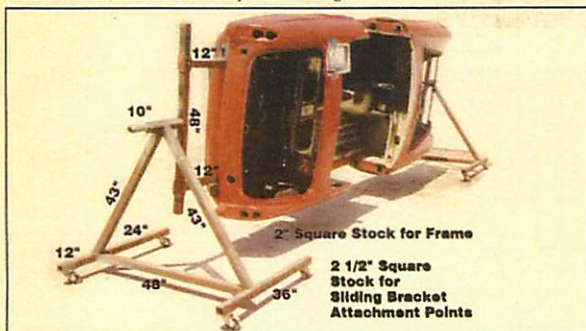
I found out in a very excited description of my ride on a very twisty, very dark, two lane road to the meeting place, that we were 30 miles away from home. "I was hooked" and it seems that "Rod"(my new found friend) enlisted quite a few members the very same way.

The meeting included stories from members who had run a Rallye the previous weekend, the stories of getting lost, getting furious with your navigator (in those days almost every time, your wife) meeting up at the end of the rallye in a local restaurant even if you had to open the disaster envelope; it sounded like so much fun. As I imagined myself in a Dellow like car, top down, driving like the demon I came to the meeting with, I could not wait for the next day so I could take delivery of a beautiful yellow MG TF with a red leather interior that was in the show room of my associate, who's business was in the same building as my garage, (he was a Morris, Willys dealer, and I sub contracted for all his service work). I traded in my Kaiser, took delivery of the MG TF 1250cc, and after a three hour cruise that evening, with my wife, through the tobacco country of southern Ontario, the wind in our hair the sweet sound of that purring exhaust, we were fully initiated into the Sports Car fraternity, forever.

The emotions derived from the adventures my wife and I had from the ownership of this, our first sports car, and the many other sports cars we have owned over the last forty years will be the essence of this column in future issues of Moss Motoring.

MGB Body Shell "Rotisserie"

Chris Nowlan, Product Development Manager



On a recent visit to Hilton Head Island South Carolina to visit old MG friends Paul and Addie Johnson, we stumbled upon the local British sports car emporium. With 20 or 30 old interesting sports cars lined up right on the main drag our trusty rental car simply pulled into the lot as though it were possessed! As Paul and I told the our wives when we returned an hour or so later than expected, we simply had no choice but to get out and kick a few tires.

We introduced ourselves to Jim Shores the owner of Autocraft which is actually the restoration side the business. As Jim is also a Moss Distributor we discussed mutual business concerns as well as inspecting numerous sports cars currently undergoing various levels of restoration.

What caught my interest was the Body Shell Rotisserie that Jim had fabri-

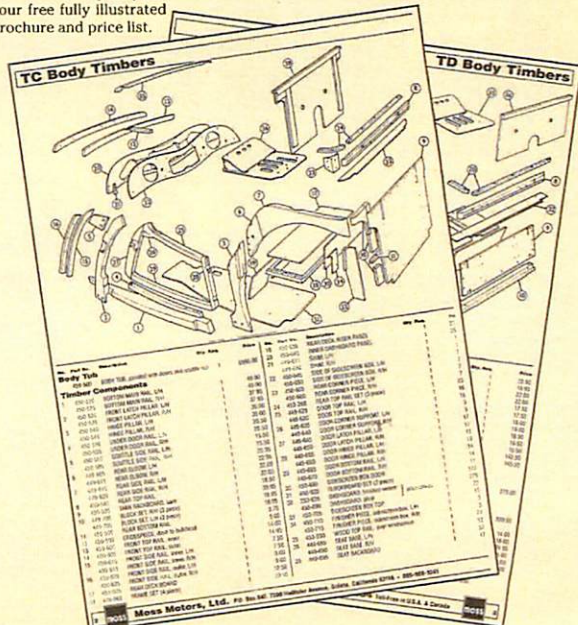
cated to enable bare body shells to be easily turned over for cleaning, welding and painting. This simple easy to fabricate equipment really makes it far easier to carry out a full blown restoration on any of our later unibody sports cars. I'm looking forward to constructing this type of equipment prior to starting the full restoration on my 1964 MGB. With simple modifications these fixtures could be used for other body shells as well.

The dimensions given here are approximate. The specific design can be varied, but be certain that all welding is sound and that the design is well balanced to insure safety.

While this type of specialized equipment might be more than many individual enthusiasts want to invest in, it could work out well as a club project to be lent out to members as and when needed.

MG TC-TD-TF Wood Brochure

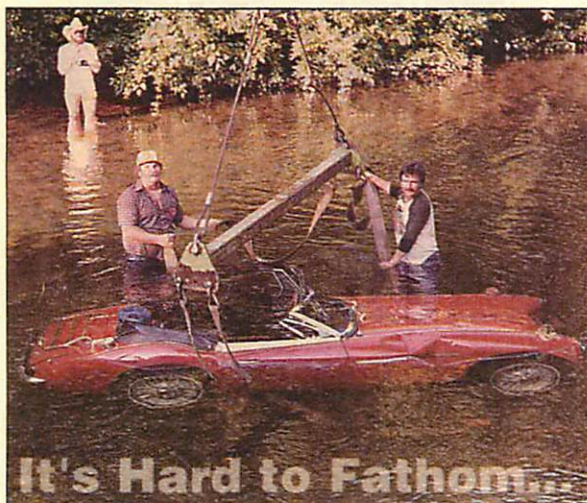
We are very pleased to announce that we can now offer a comprehensive range of T-series coachwork timbers. This product line is being produced by a well-established American firm specializing in antique automotive timber work. All parts are produced in fully seasoned and kiln-dried White Ash and are jig-checked to insure accuracy. We are extremely confident in the overall quality of this product line. However, it should be stressed that all T-series body shells are slightly different and that careful hand-fitting of all timber work is required which requires skill and patience. Since neither of these are included in the purchase price, we cannot accept any returns once installation has started. Call today for "T-Wood", your free fully illustrated brochure and price list.



Austin-Healey



Austin-Healey



John Wilson, Austin-Healey Club of Oregon

Some of the older members will remember this incident as reported in Healey Northwest in 1981. We were attending a weekend multi-car club campout at McIver State Park near Estacada, Oregon in our newly painted 1965 BJ8. One of the scheduled games

for the day was a grasskana. I drove my Healey to a large field that bordered the Clackamas River with my friend and navigator Dean Thayer, and entered the contest.

First, you had to drive in a circle with the navigator holding a rope attached to

a pole in the middle. Tied to the rope about midway was a bottle. I drove in a circle as fast as I could without letting the bottle touch ground or tipping over the pylon.

Next we entered a crooked course between pylons with Dean trying to sweep a volley ball along with a broom. This was great, we were making good time and then we hit the third and final part of the event.

I put a large paper grocery sack on my head and Dean steered me with verbal orders through a crooked pylon course which unfortunately had shifted close to the edge of the river during the day by other contestants hitting pylons and dragging them. The turned over pylons were set up where they were dragged which resulted in the last set at the end being only 60 feet from the river. I hit the last pylon and Dean told me to stop. When you can't see, you have no sense of direction or speed, so I just let up on the gas and started to reach for the brake pedal when Dean yelled a loud STOP!!! but it was too late. We went over a 20-foot dropoff and landed upside down in the river.

We were very lucky as we were both trapped under the car

in about four feet of water. On our second try we were able to push the car up and slide out on our backs. I was unhurt and Dean suffered a cut arm.

Luckily, Allstate covered the damage despite the sheriff's accident report which listed the cause of the accident as "Sack on Head".

In 1982 we went back to the same campout with our newly restored tri-car, and much to everybody's surprise we entered the same contest. When we got to the point of putting the sack on my head, I threw it away and put on a snorkel and swim mask, and received a standing ovation!

(Stunned? John's story certainly works as a vivid reminder to club members about the importance of safety during "fun" events. Take care!-Ed.)



News from the Field

Ron Phillips

One of our regular contributors in future will be RON PHILLIPS who will hold forth on Austin-Healeys. While many of you on the West Coast may know Ron well, some of you further East might like a resume on why he is qualified to grace these pages!

Here it is:

"Ron Phillips may be best known in Healey circles as the "Nut Behind the Wheel" for his monthly technical information column in the magazine of the A-H Association of Southern California. He's been at it for the past ten years never missing a column (I like that! Ed) and the byline is not for nothing. He enjoys the mechanical aspects of Austin-Healeys right down to the stampings on the original fasteners (nuts) on his own cars.

Ron bought his first Healey many years ago (a 100 he still owns) while looking for something else to do when he wasn't taking care of business, family, several cars, and a ski boat! All his friends owned MG's and Morgans but Ron had to be different and jumped into the world of big Healeys with both feet. Over the intervening years he has owned quite a few Healeys, including models both big and small and currently has no less than seven of various sizes, shapes and condition, including a Mark II Tri-Carb two seater roadster (BN7 for those who know!) He has always done all his own work including paint and body work but admits he's a better mechanic than a panel beater!

As much as he enjoys working on his Healeys, he enjoys driving them even more and never misses a chance to attend a club or national event for that reason. But then again, maybe he attends all these events just so that he can talk about Austin-Healeys and share what he has learned with other enthusiasts. It's a toss up!

Oh yes, Ron's wife LeRae can usually be found at the same events putting a different spin on the latest mechanical triumph Ron is talking about. After all someone has to tell it like it really happened!



Healey expert, Ron Phillips, holds one of many frequent technical sessions at a club meeting.

The Nut Behind the Wheel

I thought we'd start this series by talking about Healey voltage regulators and other electrical stuff.

100's (4's & 6's), Bugeyes, and 3000 Mk I & II's have RB106 voltage regulators. BJ's have RB340 regulators as did my Sprite AN9 MkIV. The easiest way to tell the difference (in spite of the fact that each type is labeled) is that the RB106 has two bobbins and the RB340 has three.



The information on setting the voltage and current flow limits is presented on test cards provided initially by Lucas. It will take a volt-ohm meter and an amp meter to do all the tests. The quick check I perform to see if my regulator and generator are working is to check battery voltage.

With the engine idling at a fast tick-over, anything over 12.8V with 13.5V being the number I use for a fully charged battery, indicates that charging is occurring. If you get 12 to 12.8V for a reading it is probable that no charging is happening. You see, a 12V battery at rest can be as strong as 12.8V.

By following directions from the Lucas test card you can reset your regulator to nominal value. Which dynamo do you have? To make the settings you need to know. You should check the numbers (and letters) on yours to be

sure-here's what came stock:

Stock Dynamo Settings

Healey 100-C45PV-5, 22 amps @ 13.5 at generator RPM 1700-1900.
Healey 100-six same as 100.
Healey 3000 Mk 1 & 2-C45PV-6; 25 amps @ 13.5V at RPM 1700-1900.
Healey 3000 Mk3-C42; 30 amps @ 13.5V at generator RPM 1250.

To test a generator in place, disconnect the leads from it (both of them) and jumper the two connections on the generator together. Attach a voltmeter to either of them (with the other voltmeter lead grounded to the generator case) and start the engine. Slowly increase speed and watch the voltmeter.

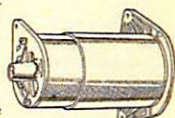
If the leads are correctly attached (you may need to reverse them), and the generator is working, the voltage will climb from zero at idle to over 20 volts as you're passing 1000 RPM (more or less).

If nothing happens it's possible the brushes are not contacting the armature and a replacement set may cure the problem. Also just unstick them in their holders sometimes solves the problem.

Occasionally you will find a broken brush spring, however if this still doesn't work it's time to take the generator to an auto electrical shop.

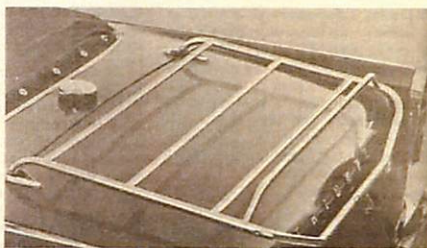
I also use my wire wheel motor set-up, belt driven to spin a generator to test it. That way I don't have to remove and install the generator from a test bed (the Healey!) Finally did you know there's an arrow on our Lucas generators to indicate direction of rotation? See if you can find it sometime.

Happy Healeying,
Ron



TR4-4A-TR250 Amco-Style Luggage Rack

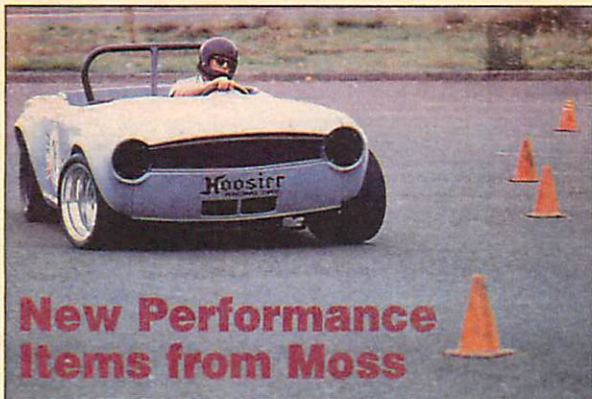
This is an excellent reproduction of the Amco luggage rack fitted by Triumph dealers when TR4s, TR4As and TR250s were new. Easy to install - you don't have to drill holes in your trunk lid!



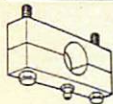
Rack

646-090

\$148.50



New Performance Items from Moss



MGA, MGB, Sprite-Midget Solid Sway Bar Mounts

These machined aluminum sway bar mounts are designed for competition but are just as suitable for road cars which are driven hard and fast. Used as a set to replace the original rubber center mounts, these mounting blocks will allow your sway bar to transfer the load more effectively and without deflection, making your car handle safely and predictably.

- 263-435 for 3/4" Bars \$34.95
- 263-445 for 7/8" Bars \$34.95

Sprite-Midget 3/4-Inch Anti-Sway Bar

This heavy duty 3/4-inch sway bar is the best road and competition choice for rubber-bumpered cars, serving equally well on the somewhat lighter chrome bumpered cars. Suitable for street or track, as little sacrifice in ride comfort will be felt.

- 264-555 \$69.95

SPAX Rear Conversion Kit For Sprite-Midgets

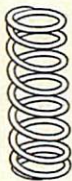
This complete kit will convert your car's rear lever shocks to lighter and more effective gas-filled SPAX tube shocks. SPAX shocks have gained popularity over the years because they can be adjusted for ride firmness without being removed from the car, making them a "tunable" feature. Kit includes new lower spring plates, shocks, and installation instructions. Suitable for 1964-'74 only.

- 264-675 \$199.95

Sprite/Midget Upgraded Front Springs

This is a good spring for fast road or mild competition use. Rate is increased to 340 lbs., and ride height will be lowered by approximately one inch. Fits all chrome bumpered cars, two required per car.

- 264-605 \$58.95



Sprite-Midget Nylatron Upper Trunnion Bushes

These nylatron trunnion bushes are designed to eliminate all unwanted deflection in your car's suspension, to provide stable, predictable handling characteristics. Two versions are available; stock camber, and 1% extra negative camber for an even more positive grip. Nylatron is an extremely hard yet durable material very suitable for racing or fast street purposes. Two each required per car.

- 264-585 Stock Camber \$6.15 each
- 264-595 1% Negative Camber \$6.25 each

Sprite-Midget Front Lowering Kit

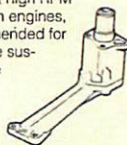
This special set of spacers and bolts fits between the spring locators and wishbone pan to lower your car by half an inch - a significant factor in improving roll characteristics. Fits all Sprite-Midgets.

- 264-665 \$16.95

MGB Upgraded Oil Pump

This pump has been modified to factory special tuning specifications, providing increased capacity at high RPM ranges. Fits all 5-main engines, and is highly recommended for all applications where sustained high RPMs are encountered.

- 435-625 \$97.50



MGA/MGB Competition Manifold Gasket

This special manifold gasket has enlarged ports to allow use without modification on cars that have oversized manifold ports. Fits all MGBs with S.U. carbs.

- 297-545 \$4.75

TR2-4A Alloy Valve Retainer

These lightweight valve retainers will significantly reduce valve train mass, increasing your engine's usable RPM range by raising the limit at which valve float occurs. Suitable for both intake and exhaust valves; 8 required.

- 821-310 \$2.65 each

TR2-4A Tuftrided Rocker Shaft

Tuftriding produces a hard, long wearing surface for engine components, and is particularly effective on rocker shafts when one of our external oil feed lines, #821-350, is fitted to aid lubrication to the shaft.

- 851-115 \$44.95

TR2-4A Oversized Valves

Use these oversized stainless steel valves to increase the complete power band and provide more efficient flow at all RPM ranges. Valves are gas-flowed and should be used together, in fully prepared heads for best results.

- 821-035 1.65-inch Inlet Valve \$16.95
- 821-045 1.42-inch Exhaust Valve \$19.95

TR2-4A Lightened Valve Tappets

Lightened tappets reduce engine mass, increasing your engine's RPM range, a suitable modification for any road or race car. 8 required per car.

- 838-260 \$5.75 each

MGB Lowered Front Bump Stop

When the front of the car has been lowered, the full suspension travel can still be maintained by fitting these special shorter bump stops. Two required.

- 266-590 \$33.20



MGB Tramp Bar Set

Fits chrome-bumpered MGB with tube-type rear axle. This anti-tramp bar only allows vertical movement of the axle and stops it from winding-up when under load. This allows the sharp application of power and the positive transmission of that power to the tires, then to the road.

- 454-935 \$199.95

MGB Heavy-Duty Shock Valves

These are the Armstrong valves that all factory competition cars were fitted with before the development of tube shocks and coil-over conversion kits. You'll need two front and two rear.

- Front 264-345 \$21.50
- Rear 267-975 \$19.95

MGB Rocker Shaft Spacer Set

Replace the springs on the rocker shaft which would otherwise, to some extent, impede the rotation of the rockers and produce excess friction and power loss.

- 460-365 \$29.95

39th Annual Collier's Cup

Sponsored by Moss Motors, September 9-12, 1993

Moss is extremely proud to be the official sponsor of this historic SVRA-sanctioned event for both 1993 and 1994. Established in 1954 after Sam Collier, a popular racer at the time, the Collier's Cup has always been a popular event with MG racers. This year should serve to continue the tradition in fine style with more than 20 vintage MGs expected to compete. As 1994 marks the 40th anniversary, and Miles Collier, son of Sam Collier, will be in attendance, start making your plans now to make it to this phenomenal event.

The race will take place on the famous Watkins Glen Raceway in beautiful upstate New York, during the course of a what will undoubtedly be a beautifully scenic fall weekend. The main thrust of the weekend will be historical

Grand Prix cars, but hundreds of famous racing cars from all eras of race history will be present, and attendance by British car enthusiasts promises to be strong. There will be plenty of food, activities and other events to keep the whole family busy.

Moss will be present to support the Collier's Cup as well as having a display of catalogs and goodies for all British car enthusiasts. Several Moss sponsored race teams will actually be competing in the race, including Gary Harrison of Two Bears Racing in Brecksville, Ohio in his quick MGA coupe, and Mike Killeen from Sparta, New Jersey in his equally fast MGA roadster. It should prove to be an exciting event! We hope to see you there on race day!

Photo Credits

Top: K. Barnett of Beaverton, Oregon shows us how a standard club slalom is done. Center: Willow Springs racetrack in California runs a number of vintage car races every year. Bottom: Jonathan Edwards, of St. Ann, Jamaica finished 6th in class, leading to a historic MG finish of three in the 1992 Carrera Panamericana.

MGA Exhaust Header



For High Performance!

Increase your horsepower by replacing your cast iron header with this three-branch exhaust header. Of excellent quality, it's suitable for serious race applications or street use. Adapts to existing front pipe and combines with our full flow muffler, #454-590.

- Header 454-855 \$179.95

The Things They Say!

Items of Moss Motors Interest Cull from the National Press

1. "Let's begin with problem one, broken spokes. The only tool you will need is a spoke wrench. MOSS MOTORS sells a good one, part #385-800". (From an article on wire wheel truing in *English Car Market & Buyers Guide*, May 1993).

2. "Feeling sporty? Into fast English beauties? For a good time call 800-235-6954. Within a few days you'll receive a book that may lead you into temptation. Between it's innocent looking covers, page after page of explicit illustrations reveal all, showing exactly what goes where, and leaving nothing to the imagination! It's the KAMA SUTRA of auto parts catalogs courtesy of MOSS MOTORS". (From *Classic Auto Restorer*, August 1993).

3. "In an attempt to control and eliminate air pollution, the Legislatures on both the State and National level have enacted laws that have given power to regulatory groups such as the Air Quality Management district to eliminate any car more than 10 years old".

(San Diego Austin-Healey Club newsletter).

4. "Writing letters to politicians may not be as enjoyable as working on, or driving an old car, but it might help change enough minds to keep some precious cars and parts from being needlessly destroyed."

(Steve Kimball-Classic Auto Restorer magazine).

5. "In addition to our main objectives, the British Motor Industry Heritage Trust has several other tasks, one of which is to encourage and assist component manufacturers to preserve their own heritage. This is not a backward looking or altruistic exercise, for many benefits can accrue to a company with an interest in its past achievements, as the future is built on a foundation of the past".

(L.M. Wharton Chairman of the Trustees, B.M.I.H. Trust).

Moss Motors Marque Days

Continued from 1

meet. In Goleta, bring along a Pinewood derby British car and challenge your fellow enthusiasts. And, show us your British sports car hobby work and we'll be happy to display it during the day.

Don't worry about driving a non-British car just for the trunk space; free shipping is available on all but truck freight items. For additional information, or directions, call one of our sales advisors toll-free at 800-235-6954. Please note that events do vary between Goleta and Dover locations.

The Fun of the Fair

It has long been a tradition in England that car gatherings take place not only to display those magnificent machines, but also for owners to pit their skills in various forms, such as driving tests and funkhanas.

In addition, many meetings feature a festive couple of events which take place at our Goleta Marque Days.

- How rapidly can you change four spark plugs in an engine?
- How quickly can you transfer a wire wheel from one side of the axle to the other?

Prizes are awarded for the fastest times, but don't bring your own torque wrench or copper hammer; we will provide all the necessities. All this, in addition to the Pinewood Derby (bring your best car). Who knows, we may even have Wellie-wanging in the parking lot!

Call 800-235-6954 for details!

Museum

Continued from 1

never-never Midget sits a Mini-based, Targa-topped fastback from the early '70s, that looks suspiciously like the Honda Del Sol of today.

Are Healeys your thing? You can see everything from the Riley-based cars of the late '40s to the Austin-based "Big Healeys" of the fifties and sixties. You'll also find Sprites and historic racers with quite a past. Austin's passenger cars are well represented and include a rare three-headlight A-90 Atlantic Hardtop. This ill-fated attempt into the American medium-price market featured a Healey 100-4 dual-carb engine, and enough chrome trim to make a Pontiac shudder. Other Austins from a tiny 1923 Seven, "Chummy" tourer to a 1971, 1800 stretch hearse can be found on the floor. A few Seven-based, thirties track racers and a J40 pedal car from the fifties are to be



seen in the entry hall.

If Triumph is your marque of preference, this collection has examples of all of the popular models as well as historic Standards and Vanguards, race versions, the last TR7 produced, and a handsome Triumph Lynx prototype. The Lynx is a stretched, four place, fastback TR8 that was deemed too expensive to build and

practically compete with similar spec Japanese and American sport coupes.

Are you getting the idea? If you are planning a trip anywhere over there (heck, Paris ain't really that far!) don't miss this one. You may contact the British Motor Industry Heritage Trust at Banbury Road, Gaydon, Warwick CV35 0BJ or call 011-44926-641188.

Beagle

Continued from 7

bought our first MG-a 1952 TD in January of 1954. As garages in those days "did not work on foreign cars", I bought some tools and a manual and went at it. We raced, rallied, hill climbed and then drove the TD to work on Monday morning!

Our next acquisition was a family then an MGA Twin-Cam which we still have. Later we added an MGB, an MGB GT and finally bought a 1979 MGB in England which was then rebuilt to V8 standard. I do all my own maintenance and overhauls but do not try my hand at bodywork or painting. I have been a Moss customer since the days of Al Moss and clearly recall when the MGA bits were first included in the inventory. It's still great fun after all these years-almost as much as driving "Safety Fast".

Doug's column begins: "I am going to assume that you are smart enough to

know how the name of MG came about. It is well known (and sometimes disputed) that the initials stood for Morris Garages, but who was Morris and where were the garages? Were you aware that there were MG cars before there was an MG Car Company? Most enthusiasts are aware of Cecil Kimber, but why was it Morris Garages, why not Kimbers Garages? Maybe we would have had KG's instead of MG's!

In today's world to have a car bearing just initials is rather odd. There are a couple of examples still around, for instance the BMW and the less well known TVR. But there was a day when this style of titles was common. Without doing research on the matter I can recall apart from MG, SS (from Swallow Sidecar-the early title for what is now Jaguar), HRG, AC, GN, OM, and the American EMF (Every morning fix 'em).

It all started with a chap called William Richard Morris-he with the garages. With the advent of the safety bicycle England started riding to work,

and with this new idea a new industry sprang up. In the Oxford area one of the first people to enter the bike field was our friend Morris. He later became Sir William and later still Lord Nuffield.

As the age of the car dawned he branched into this field as did many others, and in about 1910 he opened a garage in Oxford which he called the Morris Garage. Odd but true! With the passage of time additional garages were opened and hence we had Morris Garages. At first he sold both motor cycles and cars and then entered the car building business and naturally his products were called Morris's. He was probably the English version of Henry Ford in that he put the masses on four wheels in an inexpensive car. However he hired a young Sales Manager in 1921 by the name of Kimber and things became different from then on. (to be continued in future "M.M.") (If you would like to comment on Doug's articles directly, please write to him c/o the "Moss Motoring" Editorial office-we'll pass them on!) Ed.

MGB GT V8

Continued from 7

wasn't an MGB V8 roadster built, and why didn't British Leyland go ahead with their original plans to export the car? The principle reason was a shortage of engines from the Rover factory - never supplied at a rate of more than 48 per week - and also one of the reasons why a low compression, more-or-less "Range Rover" tune engine had been adopted. However, there were also more basic internal company politics at work which prevented the necessary increase in engine production or the allocation of the necessary development budget.

The latent unsatisfied demand for V8 roadsters and by overseas enthusiasts soon lead to a growing market for privately converted cars, with Ken Costello still doing business, mainly producing V8 roadsters, although the fact that BL cut off his engine supply did not help!

Nowadays, there are many home-built or professionally converted V8 engine MGBs, a large proportion of which are on the MG Car Club V8 Register's books. Just as twenty years ago, the rumor-mill was rumbling with stories of a new V8 engine MGB, there were stories last year about the re-emergence of the MG marque with our favorite engine mounted up front again!

With the launch of the new RV8 (the first production examples of which are soon to reach their eager owners) we look forward to the regeneration of the MG sports car marque, with the V8 engine once again to the fore - let us hope that someone will be writing a similarly nostalgic look back in twenty years time to the launch of the "classic" RV8 and the "vintage" MGB GT V8!

Newton

Continued from 3

Then in 1955, when YT was on the General Motors payroll, Buell Starr, Pontiac's general manufacturing manager, asked me to locate an XK 140M roadster; white paint, black leather seats and chrome wire wheels, please. My reward for locating the car and delivering it to Michigan was enrollment at General Motors Institute for a course that would qualify me for promotion to instructor at a GM Training Center. Mr. Starr admonished me to keep the revs below 2,500, to check the oil when topping off the gas tank and to drive only during daylight hours while in transit to his suburban Detroit home.

Wilbur Tallmadge, a Korean war buddy, who fulfilled a fantasy by buying a new Mark VII upon his return to civilian life, followed his Jaguar sedan with an XK 140MC roadster, the most powerful customer version. As concessions to the American market, the XK140 series Jaguars were fitted with more substantial bumpers, more lavish applications of chrome to grille, boot lid and tail lamps. Brakes also received some welcome attention and the Moss gearbox was

redesigned for shorter throws and quicker shifts. Steering and engine cooling also received some welcome attention. Most powerful and best handling of the numbered XK series were the 150s. With this model, disc brakes appeared for the first time on a Jaguar meant for customer purchase. But, from an aesthetic standpoint, no later evolution achieved greater beauty than the XK120. In making the car more practical, the lines had been compromised, and while catering to perceived American tastes, Jaguar had sacrificed a degree of the Britishness that had made the earlier XKs so desirable.

Even some of the undeniable improvements produced less than the hoped for result. For there is a degree of satisfaction that comes from overcoming a somewhat cantankerous automobile, from driving it well, that cannot be equalled by being able to manage a vehicle that presents no challenges. As any owner of an early XK Jaguar will attest, these cars were not easy to master, making the reward all the sweeter for a job well done.

MG TC-TD Wiper Motor



We have just acquired 35 genuine Lucas 'Ministry of Defense' T-type wiper motors. With all the budget cuts going on in the U.K. these days, John Majors felt the military didn't need these anymore, particularly since the armored troop carriers that they were fitted to haven't seen action in the last 40 years! The chrome handles aren't exactly right but are available separately under #160-500. Also, the mounting studs from your original motor must be reused. These 12v circa 1952 wiper motors are extremely well packed and are in excellent condition but may need to be carefully cleaned and lubricated. New motors are completely obsolete, so if you need one this may be your last opportunity.

Wiper Motor

145-300

\$328.95

THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

The Club Scene

Ken Smith, Club & Events Coordinator

I'm used to attending British car shows and conventions with the Moss Road Show-in fact Moss was supporting Club events before many of the people now gearing up to attend to the needs of the Clubs were in business.



Moss pinewood derby track at Pismo, CA Healey week.

Recently however I attended a meeting with a difference, whereby a large number of the same marque, of almost vintage aeroplanes, flew into one of the most beautiful parts of the California coast for a five day convention complete with tech sessions, a concours de elegance, a poker rally, vendors, and a final evening banquet and prizegiving complete with keynote speaker. Sound familiar? Read on.....

In several instances as soon as the pilot touched down, out came the polish and furious cleaning of the 'plane to meticulous standards ensued, until the whole outfit gleamed in the sunshine. Sound familiar?

Lots of wing touching and tire kicking took place, with people comparing the relative merits of their own particular aircraft, pointing out features which were 'original' or aftermarket items which were never fitted when the 'plane was manufactured. Discussion raged on what was authentic and which items had

been added, some of which made the aircraft maybe safer, but different to a degree. Sound familiar?

"Queen of the Fleet" was the title for the show and polish section of the event, all the 'planes lined up in rows, with classes for best paint job, best interior, most original, culminating in the choice of Best of Show-all decided by popular vote. Sound familiar?

Finally a superb prize giving dinner on the penultimate evening of the event saw color slides of the winning aircraft being projected onto a large screen, whereupon everyone present whooped and hollered and congratulated the successful entrants. Sound familiar?

I think by now you can see maybe where I am coming from-this was just like one of the hundreds of British Car Conventions which take place every year in this country. These people with the aeroplanes all belonged to the same association which catered for their type of aircraft, they have their own club magazine, and a wide range of regalia for sale. However it was the machinery which brought them altogether in one place at one time, from far and near, to socialize with their fellow owners, and discuss common problems. Learning even more about the mechanical and historical aspects of their aircraft while having fun with like minded people.

So it is with British car owners, and the many clubs which cater to their needs. If you own an MG, Triumph, Jaguar or Austin-Healey, and do not belong to one of the clubs you are missing half the fun! And believe me there's a lot of fun to be had by joining a club.



May 15, 1993: Morgan club holds a mini marquee day at Moss!

The machinery will bring you together, but the making and meeting of many new friends will enhance your life and maybe offer a distraction from a lot of the worries the world has to offer today. Also you will learn a lot more about your car from people in common adversity, than you ever will from staring alone at the thousands of pieces scattered over your garage floor!

If you want to have details of the car club for you in your area you only have to write or call us, and we'll try to help. With over 400 British Car Clubs listed on the Moss Motors Club database we feel sure we can put you in touch with someone who can help.

Now to other topics: Our famous Moss "Do Not Touch" cards are being used even more widely this year by many Clubs and organizations mounting car shows. These cards fit on the windscreen of your British classic and are printed on heavy stock with a colorful rendition of the Union Jack (British Flag) with space to enter the details of the car, owner etc. On the reverse we have printed the history of how the British flag came to be the way it is today, altogether a fascinating souvenir which you can maybe take home and pin on the wall of your garage! If any club is organizing a show, and would like to have Moss Car cards then please write to us, telling us what, where, when the event is and we'll be only too happy to supply a quantity with our compliments.

"Morgans at Moss"- recently we had the plea-

sure of one of the major Morgan clubs in the country asking if they could come and visit with us at our Goleta facility. While we do not expressly cater for Morgan owners, we do have a couple of Morgans in the Moss fleet, many of the parts on our shelves fit Morgans, and so a super day was had by all, with some great cars on show. If any other British car clubs would like to visit with us at Moss then please contact our Sales Manager, Mike Chaput, and we'll make the necessary arrangements. I'd love to see the Morris Minors and Minis out at our facility, and a few TVR's wouldn't come amiss either! Are you listening out there?

By the time you read these words many of the major events will have come and gone and we hope you attended at least one British car gathering this year. There is however still a long way to go to the end of the season, so if you haven't gotten out, and met your fellow enthusiasts yet, please consult our comprehensive calendar of events for the meeting nearest to you and plan to go. You'll really enjoy it!



"Morgans at Moss"- Austin-Healey Week, Pismo Beach, CA.



Visitors to Moss Motors

Recently I was looking through the visitors book we keep on the counter at our Goleta showroom and was amazed yet again to find just how many different parts of the world, the people who come to visit with us emanate from. No less than nineteen different countries are seen in the book, from Australia to Zambia!

However we must make mention of a few notables who have been our guests, this past few weeks. First we had a young couple who came all the way from Kelowna, British Columbia to beautiful Goleta. Nothing strange in that I hear you say except that Malcolm and Kim McDuff were on their honeymoon! Married on April 17th it took them just eleven days to get to the Mecca of British car spares, Moss Motors, where we were pleased to offer them our usual warm hospitality.

From even further away Moss was early on the list of places to visit for Harry and Deidre Pyle - all the way from Australia complete with their MG TC! You may have read about this remarkable couple's epic journey entitled "TC Around the World" in which they shipped their car to San Francisco, and are now driving across the United States visiting with various clubs along the way. In the fall the TC will then be taken to Europe where Harry and Deidre will continue their magnificent adventure, through Britain, Luxembourg Germany and many other places, before finally returning home to the Australian summer (our winter!).

If you see the Pyles along the great American road please give them a warm welcome - you can't miss the TC, it's got a Moss logo on the side!! We hope to report further on their progress in the next issue of Moss Motoring.

Left: Australians' Harry and Deidre Pyle and their MG TC pose in front of the Goleta Moss Motors headquarters.

Inset: the license plate that says it all!

Right: Art Beloit's photo of the MG Midget section at the National MG Club meet. The MG Midget category was just one of many at this huge event!

And finally we had a visit from Art Beloit who undertook a trip from California to the G.O.F-in Australia! He tells us that the 'Aussies' are really into British classics in a big way and we hope to bring you a selection of Art's photographs in the future, showing the enthusiasm we all feel is just as strong "down under"!

Safety Knock-Off Wrench



How Did You Live Without It?

Keep your knock-offs and paint in top condition!

This powerful, 26-inch long wrench allows the Continental safety knock-offs fitted to post-1967 sports cars to be removed and replaced without using a hammer. Excellent design is easy to use and gives a better feel to insure that wheel nuts are adequately tight. Stores easily in trunk.

Wrench

386-120

\$29.95



Join a club or go for a cruise with your friends. No matter what shape your British sports car is in, once you're on the road for a few minutes...top down, and the wind so warm, you'll be hooked.



Bring the family to a British car show near you this season. Chances are excellent that you'll be entertained by much more than "just" cars!



Stop procrastinating and do it now! Read through our event calendar and pick out the closest event. Grab your spouse, your kids, your neighbor or your dog and get into the spirit of the British sports car! You're not getting any younger...

Photo: John Jennings, NJ

British Events Calendar

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in Moss Motoring, please send a short description, including date and telephone number. We will list as many events as possible in our available space.

Where To Be In 1993

Aug 4-8 VTR National Triumph Convention, Seattle, WA P.O. Box 27668, Seattle, WA 98125-2668

Aug 5-8 AMGBA Convention, Keene, NH 800-723-MGMM

Aug 7 British Car Day VII, Cleveland, OH 216-357-5378

Aug 13-15 MGC Convention, Staunton, VA 704-274-2269

Aug 14 9th Annual British Car & Cycle Day, Dayton Art Institute, Dayton, OH Skip Peterson 513-293-2819

Aug 15-19 West Coast Austin-Healey Meet, Stevenson, WA Sean Johnson 206-523-1137

Aug 19-22 Austin-Healey Encounter '93, Camp Hill, PA 717-244-4069

Aug 20-22 24th Annual Heritage Classic MG & Jaguar Field Meet, N. Vancouver, British Columbia, Canada Rick Zeller 604-435-5325

Aug 20-22 MG Summer Party, Grand Rapids, MI 616-245-2141

Aug 27-29 Mid-Ohio Historic Challenge, Mid-Ohio Race Course, Lexington, OH Joe Pendergast 813-931-5642

Aug 28 Moss Motors Triumph Marque Day, Goleta, CA Call a sales advisor for details, 800-235-6954

Aug 28-29 Heartland British Autofest, Jumer's Castle Lodge, Bettendorf, IA Frank Ege 309-797-2043

Aug 29 British on the Green, Granby, CT 203-653-2585

Aug 29 Wasatch Mountain Jaguar Concours, Midway, VT 801-485-7366

Aug 29 4th Annual "A Taste of Britain" Car Show & Polo Match, Lancaster, PA Raymond Emery 717-872-7528

Sept 4-5 All British Meet, Kansas City, MO Ken Lirimore 913-441-0958

Sept 5 Autumn Sportscar Classic, Lancaster, NY (716) 674-6073

Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes October 15, 1993. Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

Sept 11 Moss Motors Austin-Healey/Triumph Marque Day, Dover, New Jersey—Call a sales advisor for details, 800-235-6954

Sept 12 All British Car Show, Cleveland, OH 216-234-2410

Sept 12 13th Annual British Motorcar Gathering and Picnic, Wickham Park, Manchester, CT Clem Brown 203-442-0493

Sept 12 15th Annual All British Meet, El Camino Real Park, Palo Alto, CA Rick Feibusch 310-392-6605

Sept 12 British Car Festival, Des Plaines, IL M. Hillard 708-885-7789

Sept 12 Battle of the Brits, Sterling Heights, MI Dave Fabian 313-953-0418

Sept 17-19 British Invasion III, Stowe, VT Michael Gaetano 508-358-7619

Sept 18 Jaguar Concours d'Elegance, Novi, MI Dave & Jill Kuznicki 313-348-6339

Sept 19 10th Annual British Car Day, Oakville, Ont., Canada Frank Redmond 416-245-7201

Sept 19 British Car Day, Berkeley Plantation, VA Bruce Woodson 804-261-1020

Sept 18-19 Colorado English Motoring Conclave, Denver, CO Gary George 303-534-0518

Sept 23-25 Moss Motors British Car Festival, Santa Ynez, CA Call a sales advisor for details, 800-235-6954

Sept 24-25 Indiana's Great Triumph Harvest "Triumphs Abound", Indianapolis, IN Joe Kidwell 317-831-1046

Sept 24-26 Quad-Fest V, Cedar Rapids, IA Brian 319-393-6085, after 6pm

Sept 25 MGs on the Rocks, Rocks State Park, Harford Co., MD Richard Liddick 410-882-6896

Sept 25 5th Annual MGs on the Green, Davidson College, near Charlotte, NC Tom Cotter 704-455-3500

Sept 26 Indy British Motor Day, Fort Benjamin Harrison, Indianapolis, IN Joe Kidwell 317-831-1046

Sept 29-Oct 2 GOF 57, Burlington, VT 607-432-6835

Oct 1-3 12th Annual British Car Festival Weekend, Ridgeview Park, Waynesboro, VA Jim Rimel 703-885-7179 (home), 885-1289 (work)

Oct 1-3 MG 60th Birthday Bash, Summit Point Raceway, WVA Paul Linney 919-821-1522

Oct 1-2 British Car Day, Fairhope, AL Bob Mason 205-928-5366

Oct 2 Capital City British Car Day & Concours, Sacramento, CA Jerry Theis 916-756-6219

Oct 3 British Car Show, Mt. Clemens, MI Hugh Vandervord 313-740-4703

Oct 3 14th Annual San Diego British Car Day, Del Mar Racetrack, CA Jackie Mayes 619-460-1128

Oct 3 2nd Annual All British Car Day, Fort Derussy, Honolulu, HI Jeff Engel 808-599-4221, John deHaan 808-941-9817

Oct 3 All British Autojumble, Toronto, Ontario, Canada 416-889-4028

Oct 7-10 Triumph '93, Sacramento, CA Rich Gibbons 408-224-0208

Oct 10 TVR Car Club of No. America "Out of the Woodwork", New Jersey Marq Ruben 301-986-8679

Oct 15-17 10th Annual British Car & Cycle Fest, Memphis, TN Hiram Shepard 901-754-0538

Oct 15-17 8th Annual Southcentral British Car Gathering, Charlotte, NC Trent & Alice Poole 704-872-8550

Oct 15-17 Rio Grande British Car Meet, Albuquerque, NM 505-823-9595

Oct 17 11th Annual All British Meet, Santa Monica Museum of Flying, Santa Monica, CA Rick Feibusch 310-392-6605

Oct 16 Moss Motors Austin-Healey Marque Day, Goleta, CA Call a sales advisor, 800-235-6954

Oct 16 Moss Motors MG Marque Day, Dover, NJ Call a sales advisor, 800-235-6954

Nov 5-6 Southern British Weekend, Chattanooga Choo-Choo Hotel, Chattanooga, TN John Rossi 706-820-1771

We're happy to list your British sports car event in our newsletter, providing you with several hundred thousand potential participants!

Please let us know about your 1994-1995 shows as soon as possible - write: Events Calendar, 400 Rutherford St., Goleta, CA 93117.

Los Angeles British Meet Moves to Flight Museum

The 11th annual Los Angeles British Car Meet has been moved from its traditional Woodley Park location to a new venue at the Santa Monica Museum of Flying. This popular event, held this year on October 17th, will combine all of the features of the past with the display and demonstrations of British aircraft, including take-offs and landings. Registrants will also get free admission to the museum for the day. Ken and Barb Smith, as well as a number of your Moss Motors' favorites will accompany the Moss Motorhome to the meet.

The 1993 LA British Car Meet, that



also will be known as British Wheels and Wings, will start at 9:00 am, staged on the apron and aircraft display area outside the museum complex. Though over 400 cars are expected, space will be limited. There is plenty of free parking surrounding the museum. Non-participating visitors will be paying the museum's standard fee. For more information, call 310-392-6605.

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- Full reports with photographs of many of the major British car events of 1993 including:
 - Reports on "MG93" and the gigantic Healey Conclave at Louisville.
 - GOF West, GOF Central, and the search for the best TF in the world.
 - "How to ruin your British car event"—a lighthearted look at what not to do!
 - Full road test and photos on the latest Costello MGB V8, also a look at the longest MGB ever made—a superb 19ft MGB limousine out of Chicago!



- A look inside one of the largest Classic car salesrooms in World.
 - Plus the usual tech tips and regular features on Triumph, Jaguar, MG and Austin-Healey, and news from home and abroad.
- We look forward to being with you again later in the year—thanks for your valued support.

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