

# MOSS Motoring

Winter 1993

## Photo Contest



Did you mail us one or more of your favorite British car photos by the October 1, 1993 deadline and are dying to see if you are a contest winner?

Well, once again, we've received hundreds of great, unique, fun and exciting photos and are in the process of sorting them out so we can pick the winners (which, by the way, is a terribly difficult task). So, hold on to your driving caps; the spring issue of *Moss Motoring* will feature the prize winning photos and put your curiosity to rest. And, then you can take out your camera and start snapping away for next year's contest!



**MGS IN MANY FORMS**—Lawrie Alexander (#150) in Ken Miles' infamous R-1 and Ron Butler (#50) in the even more successful R-2 "Flying Shingle", replay early California club racing battles as part of the 20th Annual Monterey Historic Automobile Races. Alexander, former Sales Manager at Moss Motors and Butler, a member of the original Shelby team, helped owner Pat Hart in the detailed restoration. (Jack Brady Photo)



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## 20th Annual Monterey Historic Races

Jack Brady, Moss Distributing



too seriously, and this year was no exception. As the crowd quieted down Debbie Earle whipped off her bright red baseball cap and threw several slips of paper into it. Steve drew one of the slips and read the number on it, "Five".

All the fifth place drivers were summoned, forthwith, to the podium to receive their "winners" trophy. When some failed to make the presentation, trophies were awarded to sixth place.

Not to appear self-serving, but one award did merit some special attention.

*Automobile Magazine* has, for several years, given the True Spirit Trophy to the entrant who, "drives to the event and competes with honor". The trophy, a Brooklands racing screen mounted on a section of

**THE GREATEST SHOW ON EARTH**—(above) The "Lion Head Special" Miller, familiar to Indy fans during its 12-year history at the Speedway, was only one of a unique collection of Miller creations honored this year. Tom Sawyer (left), grid marshal and one of 200-plus volunteers that make the race possible gives the two-minute signal to race time. E. Alan Moss (below) displays his prize-winning form. Rumor has it that next year he will race the TC with the Morgan in tow.

cowling, has "The Way It Was" etched on it. After explaining that you did not qualify for this award by sitting in your car while it was driven to the track in the back of an 18-wheeler, Steve turned the presentation over to *Automobile Magazine* Art Director, Larry Crane. Larry had the not-so-enviable task of figuring out who, out of the 300-plus entries, actually did drive their car to the track and race it.

Honest! It wasn't a set-up. Our own E. Alan Moss won this one fair and square. Al not only towed his 1934 Morgan SS three-wheeler to the track with his '48 MG TC, he switched cars on the hot-grid and ran his tow car in the next race. He finished both races, and the 500-mile round trip, without taking a spanner out of his toolbox. This is really "The Way It Was".

The Monterey Historic Races and the Indianapolis 500 are certainly alike in one respect. If you love cars, you have to be there at least once in your lifetime. The problem with the Historic is you can't just go once.

Every year a different make is featured. Each group of cars is unique and the group of people that follow that particular make is equally unique.

In 1993 the genius of Harry Miller was celebrated by a jewel-like display of racing machines, including cars from the Smithsonian collection and the Indianapolis Speedway Museum. His front-wheel drive, four wheel drive, rear mounted engines and component designs were copied throughout the world during the 30 year span of the Miller's racing career. You could trace the entire development of racing in the '20s and '30s and see how Miller influenced the designers that re-invented most of his ideas in the '60s and '70s.

Continued on page 6.

## Chrysler President Buys British?



Many of you are aware that the Chairman and CEO of Moss Motors, Howard Goldman, is a true British car enthusiast, and his collection ranges from a 1938 Rolls Royce 25/30 to one of the last British products imported into the States, a Rover Sterling fastback. Many times at meetings people have commented upon what a great thing it is to have an enthusiast as the Chairman and I have to agree (sometimes!)

However, suppose we were to tell you that the head of a major American automobile company was also out of the same enthusiast mold? That he loved British classic cars and yet was involved in the day to day cut-throat competition of the US and World markets? That he gave up his time to bring not one, but two beautiful classics to a club gathering?

Continued on page 8.



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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):

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We can accept contributions type-written, 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

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#### 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 Holiday Accessory Catalog and highlight pricing is subject to change after 12-31-93.

Accessory promotion expires 12-31-93.



## A Call To Arms...

I make no apology for returning to this subject, after the hints we dropped in the last issue of Moss Motoring.

By now most of you will have heard about the proposed "clunker" bills circulating around Washington D.C. Such legislation would remove older cars from the road, and have them crushed to reduce air pollution levels. In California, Unocal Oil has completed a program that crushed over 8,300 pre-1971 cars, whereby they paid \$700 each for the cars that were supposed "gross polluters"! There's no word on how much pollution was created by the diesel belching wreckers, and car crushers that were necessary to destroy over 8300 cars. So why would Unocal want to get rid of cars that they could put gasoline into? The answer is simple...

Ex-President Bush took an easy road to dealing with whining oil and power companies. The Clean Air Act requires such companies to repair or modify existing facilities to meet new, stricter emissions standards and obviously that would cost companies millions of dollars. The oil companies protested to Bush and his solution, at their request was to allow the companies to crush old cars, instead of cleaning up their own facilities to make them less polluting! They earn "pollution credits" for the number of cars they crush.

Because the oil and power companies find it cheaper to take your car, rather than clean up their own mess, eventually the Unocal experience could reach even further. Some bills floating around Capital Hill call for 1975 and older cars to be scrapped, and some even call for any car built before 1980 to be given up to save the oil companies from having to modify their emissions equipment. It all sounds unbelievable, but there is also a

bill out there that would ban the manufacture of replacement parts for cars built before 1980! Also such bills also seek to include all older cars, not just the ones on the road.

## From The



## Cockpit

Think about that for a minute...if a 1967 MGB is resting behind a barn in non-running condition (with plenty of valuable donor parts) how much pollution is it creating? Or imagine the recent case we heard about of an Austin Healey 3000 that had not been driven for 20 years, and on which the new owner was prepared to spend a lot of money to bring back to original. Only to finish up in the crusher?

More pollution would be created by hauling these cars away and crushing them rather than restoring them or recycling their parts. An obvious hurdle for the classic car killers is what to do with non-crushable parts. What will they do with all the old batteries, tires and oil? These can cause much harm if not handled properly.

As the national fleet of vehicles on the road ages, more and more of the heavier polluting cars will be removed from the road. How many cars from the '50s, '60s and '70s are being used as daily drivers? The cars that the clunker bills target will naturally be removed from the road in the next few years-and the

few that are driven on a limited basis by collectors and enthusiasts, such as you, will make up a minuscule percent of the fleet.

The persecution of the old, classic car, is not a logical solution to pollution reduction. The vast majority of British

Classic cars are maintained to a high degree, we have seen this at meeting after meeting we have attended. In fact an EPA planning director even admitted that the oil and power factories would still be able to pollute as much as the old cars would have, had they been left on the road. The big guys are pointing the finger at you little guys and gals out there, and saying you are a

"gross polluter"-to save having to clean up their own act-they don't really want to clean up the air, they want to save money at your expense!

Do you think the legislators considered the impact of outlawing older cars? The restoration market, the replacement parts market upon which many of you depend, many small specialist businesses and maybe even this free newspaper would probably be wiped out by such legislation if enacted. Many car clubs and organizations have begun to fight back, but your help is desperately needed. I give full credit to Year One Inc, and their public relations director Barbara Hillcock for most of the above information, also they have a great package that explains in depth the clunker bill situation. This is mandatory reading for all Clubs and individuals, concerned about what is going to happen if things stay as they are. We'll do our best to keep you posted on developments-after all our interest is your interest. In the meantime, send a 9" x 12" envelope and \$2.90 for postage and Barbara will send the packet to you for your club to consider. Write to: Year One Clunker Packet, P.O. Box 129, Tucker, GA 30084, and don't say that I didn't warn you!

## GOLETA WINTER 1993 CALIF. LETTERS

Dear Moss,  
While on a recent trip to Southeast Asia, I came across this MGA "still on the road"! In the background is the old Saigon City Hall (now the People's Committee Hall, Ho Chi Minh City) and you can just make out the Vietnamese flag. I couldn't find the owner, but I guarantee your excellent MGA catalog is needed.  
Kevin Cloutier, N.Y. City, N.Y.



Dear Moss,  
I've just finished reading my latest issue of Moss Motoring and I wanted to let you know how much I enjoy it. Some of the information is over my head but is very informative as I'm interested in learning all I can about my MGB.

Have you ever considered articles aimed at people like me who have little mechanical knowledge but want to learn? Finally, because I love chickens (and MGBs), I got a good chuckle from the article on the "Old Speckled Hen"!

Keep up the good work,  
Sincerely,  
Elizabeth Johnson, Eureka CA.

(Thanks Elizabeth- we normally try to be as basic as possible in our technical output without actually going back to "Square One"-however maybe it's time we had another look at the level of our advice for people such as yourself. Let's hear from other mechanical novice readers what they think. Ed)

Dear Friends at Moss,  
The Triumph Register of America and in particular Joe Richards, John Warfield and myself, as principal authors, would like you to accept this copy of the TRA's "Judging Standards and Restoration Guidelines". It's a small token of our appreciation for your support and contributions over the years in keeping TR's on the road.

Sincerely,  
John Gabel, Parkerington, OH.  
(Well John- when we took the book into our Sales department to show them what a masterpiece you and your colleagues had created, we thought we were

never going to get it back! It really is a superb publication, and everyone here appreciates the thought which prompted you to send us our very own copy, which incidentally is now under lock and key in the Sales Manager's office! Ed)

Dear Moss,

The MG Club of St. Louis now has an electronic bulletin board system where drivers can exchange information. There are areas for technical help for all British cars, automotive related graphics for desk top publishing as well as forums for buying and selling parts and cars. This service will attempt to be on line 24 hours a day (but you know how computers are!) and will offer other services that few other EBBS boards do.

For those without a computer they can post items for sale or request information, simply by sending a fax or calling the voice mail system. The number for the Bulletin Board, Fax service and voice mail is (314)863-2380 and there is no cost for this service other than your phone call.



We hope this will help keep more of our fellow British car enthusiasts on the road. If you have any questions, please feel free to call or better yet, log onto the BBS and leave me a message.

Thank You,  
Aaron Rumpel, St. Louis MO.  
(This should be of interest to all those of you out there who spend half the night reading about other people's problems on a BBS! Ed)

## At Full Chat

Harry Newton



## More on Mille Miglia

Eleven times since 1977, the Mille Miglia, one of the world's most glamorous and dangerous automobile races has been re-enacted as a retrospective rally. First run in 1927, this 1,000 mile dash from Brescia to Rome and back attracted 77 entries, and the fastest of the 54 finishers made the round trip in just over 21 hours. In 1957, its final year as a flat out race over public roads, Piero Taruffi's winning Ferrari covered the distance in 10 hours, 47 minutes and a few seconds... and that was not the record. Two years earlier, an English driver named Moss established a never to be beaten record time of 10 hours, seven minutes and 48 seconds, at the wheel of a Mercedes Benz 300SLR. Dennis Jenkinson, Stirling's co-driver/navigator, chronicled the event in a book.



In recent years, Stirling Moss has been back to Italy several times to take part in the Mille Miglia retrospective, now a two and a half day run over the same route, or close to it. The route changed several times during the years between 1927 and 1957, and the roads all have been improved. Still, any current day participant will attest to the fact that today's two and a half day re-run involves some brisk driving indeed. The original was one of the most grueling of races, and was internationally important, despite statistics that show the Moss/Jenkinson victory to be one of only two occasions when a non-Italian driver or automobile took overall honors. The other time, 1931, Rudolf Caracciola won, also with a Mercedes Benz, a built for racing SSKL. Throughout the history of the Mille Miglia, the majority of the field was made up of popular price machines, often driven by real amateurs, and of course most were Italian.

However, the British presence became increasingly significant beginning in 1933 with the Eyston/Lurani 1100cc class victory in an MG K-3. In 1935, the Clarke/Falkner Aston Martin took the 1500cc class, and in 1948, the Healey of Lurani and Sandri won the 1100cc Touring category, finishing only six minutes behind Donald and Geof Healey who drove their sports Healey to ninth overall. And, while there were few victories by the Brits, they entered often with a wide variety of machines, including Jaguars, Triumphs, Austin Healeys and others. The highest placed British nameplate ever in the overall standings was the Jaguar of Johnson/Lea in 1950, when their XK120 was listed 5th among the finishers with a time of 14 hours, 29 minutes. Four minutes later, the Cortese/Taravassi Frazer Nash crossed the finish line.



## A Letter From Europe The Sun Never Sets on the British Sports Car

Story: Harry Newton  
Photos: David Gooley

To: Howard Goldman  
From: Harry Newton  
Subject: British Cars in the Mille Miglia... and a bit more!

Dear Howard: Before we left in May for Europe, you asked us for a report on some of the more interesting Mille Miglia entrants. We got that and a lot more. For example, in the Inter-Europa Cup historic races at Monza there was a Triumph TR4 so well prepared and so well driven that it passed a Zagato bodied Aston Martin DB4 GT midway through the nine lap race. Even so, an even quicker Austin Healey 3000 finished ahead of the Triumph, in fifth place behind a pair Ferraris and a pair of Jaguar E Types.

Among the drivers competing at Monza was a fellow named S. Moss, who once was an XK120 racer, but, at Monza he drove a Shelby Mustang. During May, Stirling also participated in the Mille Miglia and in the vintage races at Zandvoort. Then there was a trio of MG Bs from Germany, plus another Austin Healey, this from Austria. In the Mille Miglia, there was an MG A, #154, similar to those that competed in the race during its two final years, 1956 and 1957. Fresh from its run in the Mille Miglia was an absolute beauty powered by an MG TF 1500 engine. How many readers recall the Kieft Sport CS? We do have a chronological problem here, as this car was listed as a 1953 model, which predates by a couple years the introduction of its powerplant. Minis monopolized the top five positions in the 1300cc class. One Morris Mini driver in particular, Renato Bulgarini, had a certain style, cranking his silver painted Mini into a drift as he downshifted for the Parabolica, and holding that angle throughout the 180° final turn that carries the racers back onto Monza's long start/finish straight.

I regret reporting that there were no T series MGs competing in this event, nor were there any pre-WW II cars of any nameplate. We did see a quite nice TD with wire wheels outside the Monza paddock, and at Bellagio on Lago di Como,

we saw a TF looking very much at home. There were TR2s aplenty, mostly in first class kit, and the same can be said as well for Jaguar XKs. An exception was a Swiss entered D Type we came across at scrutineering, sorry in the coachwork department, and looking as if it had gotten its flat black paint straight from a spray can. But, it was still in the hunt two days later as it traversed the tortuous Raticossa Pass south of Bologna.

Another Jaguar, this a RHD XK 140MC FHC (don't you love the alphabet soup), was driven in the Mille Miglia by the brothers Zanolini from Ferrara, major sponsors of this year's Mille Miglia. In an interview they told us that there are several clubs in Italy comprised of British automobile buffs as avid as you can find anywhere. As we later learned from Silvestro Specchia, co-driver of TR 2, #176, many are members of the English Car Club of Brescia, which is the historic home of the Mille Miglia. This year's program recounted the TR2's early racing history at LeMans, in the Alpine Rally, even in SCCA competition, as well as Ken Richardson and Maurice Gastonides' 20th place finish in the 1954 running of the Mille Miglia itself.

Another beautiful and historic Jaguar that ran in this year's retrospective was a special bodied XK 120, #191. That car, originally raced by Clemente Blondetti in the 1950s, this year was co-driven by owners of Mille Miglia sponsor, Estral, a Brescia based high tech metal extruding company. There were several other Jaguar specials, including a splendid Lister and Peter Valentine's HWM Godiva Jaguar, originally conceived to take the stillborn Coventry Climax V8 engine. Car #317 was a beautifully restored and prepared Jaguar C Type, represented as having been an Ecurie Ecosse team car in the 1950s.

At the scrutineering at Brescia's Piazza Vittoria, we talked with Kurt Wilms, a German Jaguar collector who was participating for the fourth time in his 1936 SS 100. Asked whether the rainy weather had dampened his spirits,

Photos, from top left, clockwise: Cabella and Cabella's '57 100-6 is the newest car allowed in the event; TR2 of Specchia and Mazzetti at Ravenna checkpoint; The MGA awaits numbers at Brescia during scrutineering; The XK120 was made for this purpose!

Wilms commented that it often rains on the Mille Miglia retrospective, just as was the case between 1927 and 1957 when this was one of the most important events on the international championship racing calendar.

In the kissing cousin department, both events drew some pretty tasty entries. Invictas, pre-war Rileys and Aston Martins, Lagondas and thunderous Bentleys made up a much appreciated part of the Mille Miglia's 314 car field. Of the 69 British built entries, there were 2 Austin Healeys, 15 Jaguars, Triumphs and 1 MG. Augmenting this statistic is an unofficial grouping known as "wannabes". Over much of the 1,000 mile route from Brescia to Rome and back, several hundred sports cars and motorcycles trail along, experiencing much the same nostalgic thrill as those who paid serious entry fees to participate with their pre-1958 thoroughbreds. Of course, no such age limitations apply to the "wannabes", so their ranks include many later model cars, like MG Bs, Jaguar E Types and the like.

Finally, Howard, there was another competitor sporting the MG octagon at the Monza historic race meeting. This was an MG Liquid Suspension Special that Kjell Qvale entered at Indy in 1965. An enthusiast named Hofer of Salzburg, Austria, purchased this piece of history four years ago and has raced the car several times since having its restoration carried out by Joe Huffaker, the car's original builder. I hope your readers enjoy the enclosed David Gooley photographs that tell the story of our odyssey better than words ever could.

Regards,  
Harry



### Triumph TR4A-6 Padded Dash Supports

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required considerable investment in tooling for the complex aluminum inner casting. The vacuum-formed vinyl skin is a perfect match to our full range of TR padded dash components. Overall fit and finish is superb!

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R/H Plywood & Screen Seatbase	641-915	79.50
L/H Tubular Seat Frame	643-875	112.50
R/H Tubular Seat Frame	643-885	112.50
L/H Seat Slide Set	454-045	29.95

# Triumph TRIUMPH Triumph TRIUMPH Triumph



**Interview with Roger Menadue - June 1993**

At the Austin Healey Club of America "Conclave 1993" in Louisville, Kentucky, we were privileged to meet again with a charming gentleman who played a large part in the formation and development of the Healey motor company. Now 81 years of age, Roger Menadue, spent some time with the editor of *Moss Motoring* to tell how his boyhood friendship with Donald Healey developed, and how together they became working partners in the birth of one of Britain's most popular sports cars—the big Healey! You might be surprised to see this on the Triumph page, but read on.

## Early Days in the British Motor Industry & the Birth of Healey Motor Co.

I was born in 1912 and my going into the motor industry was a foregone conclusion, as I knew around the age of ten that I was going to work on and with cars. There were very few motor cars around at that time—in fact only doctors had cars—they were among the first people to have cars. Most people got around on foot, in horse drawn vehicles or on bicycles. Affluent people who had horse carriages, or cabs employed drivers who wore splendid uniforms, sometimes it would be a light blue, sometimes gray and some had maroon uniforms. As the motor cars came into their own the drivers went straight onto driving cars wearing the same uniforms. Also they still wore the leather leggings that they had worn as horse carriages when they became known

## Partners in the Birth of One of Britain's Most Popular Sports Cars - the Big Healey



**Donald hadn't been at Rileys a couple of months when he had an offer from Triumph cars...**

Mine which is where Donald had found the hill that the junior car club used to employ as a trials hill on the London to Lands End trials. Donald's interest in speed later was satisfied by sand yachting, as Perranporth had a beautiful flat beach, some three miles long which was ideal for the sport. Donald and I used to see each other constantly but mainly during the winter as during the summer with all the visitors cars to service, Donald was busy down in Perranporth, and I was busy in the Newquay garage.

chauffeurs. All this took place in Newquay, in Cornwall and Donald Healey lived at Perranporth which was about five miles down the coast. Cars were rare and immediately after the first world war there were very few cars around at all, mainly two seater open cars which is what the doctors drove.

When I left school at the age of 14 in 1926 I went straight into the garage business at a place run by the two Pearce brothers, Lewis and Morley, who also came from Perranporth. We had all been to school together, and Donald also went to school with me. Perranporth was a small village but the best school was in Newquay. Later Lewis Pearce was to be the co-driver with Donald on the Monte Carlo rally and the alpine rally in the days when the cars were named Victor, Triumph Seven, and Super Seven.

I met Donald Healey again in 1926, when I went down with Lewis Pearce, to Perranporth, because Donald and his brother had brought out a new wireless set which they hoped to market locally. At this time wireless was in its infancy and Lewis had the idea that we could make sets at the garage and sell them in Newquay. These were all tube wireless sets working off 12v and Donald called them "perraphones" after Perranporth of course! Donald and I used to cycle down as boys to Blue Hills

used to employ as a trials hill on the London to Lands End trials. Donald's interest in speed later was satisfied by sand yachting, as Perranporth had a beautiful flat beach, some three miles long which was ideal for the sport. Donald and I used to see each other constantly but mainly during the winter as during the summer with all the visitors cars to service, Donald was busy down in Perranporth, and I was busy in the Newquay garage.

In 1933 Donald got an invite from the Riley Motor Company to go up to Coventry, which in those days was the center of the British motor industry. Donald hadn't been at Rileys a couple of months when he had an offer from Triumph cars for whom he had previously driven in rallies, to be their technical engineer. There was no animosity when he left Rileys because in those days everyone in the motor industry were friends and they were all comparatively small concerns. When Donald used to come down from Coventry to Perranporth where he'd kept his house and he and the Pearce brothers and myself would all get together for a chat and they'd say "why don't you come up to Coventry—you'd do alright up there" I eventually agreed and in 1936 went to Triumph to do road tests on cars such as the Triumph Gloria which had the Climax engine in it, and the Vitesse...

which used Triumph's own new engine, which it shared with the Dolomite.

For the road tests we, like MG, had a set route, which went from Coventry out to a village called Fillongly where there was a hill. Here we'd put the car in third gear and put our foot down on the accelerator pedal, and see if the car went over the top of the hill at a certain speed, whether it was pulling right and was any adjustment to the S.U.'s carbs needed. We also had a straight road where you would take your hands off the wheel to see if the car steered straight, or if it wandered off course, and we'd also check the gears to ensure they changed smoothly. When the tests were completed we'd make out a report and take the car back to the Triumph factory for either signing off or for rectification of any faults.

The Triumph factory was in Holbrooks Lane in Coventry and next door to us was the Dunlop tire facility. Between us was Swallow Lane and behind us were some old 1914 wooden army barrack huts which stood on brick foundations. A chap named Bill Lyons came down from Blackpool and founded the S.S. Car Company which of course eventually became Jaguar cars. Lyons had a unique set up whereby the cars were assembled passing from one wooden army hut to the next - a sort of primitive assembly line, until they reached the bottom of the hill where girls polished the cars prior to dispatch. S.S. cars used exactly the same test route as we did and I got to know quite a few of their drivers really well and we used to stop and chat by the roadside always talking cars. We also used to read avidly in the *Motor Magazine* about events and characters of the day such as "Dunlop Mac" who became a great friend of mine and "Ebbly Ebblewhite" the starter at Brooklands. Also these were the great days of Grand Prix racing at Donington and record breaking at Brooklands. Exciting times for a young man who loved automobiles!

## News from the Field

Ken Gillanders, Triumph Register of Southern CA

### Checking Triumph Engine Rebuild Conditions



valves that have been ground too thin, as the edges of the valve head will not stand up. Each time the valve seats are ground, the valve head will sit lower in relation to the combustion chamber, resulting in less effective breathing. By the time the top of the valve is flush with the floor of the chamber, you have reached the usable life of the valve and/or the head, and should consider having hardened seats put in the head, and replacing the valves. Also valve springs have a very limited life span and the original set which was poor at best, should be replaced with a two spring, high performance set, in every instance.

Now that the engines in some of our cars have accumulated a large number of miles in addition to a lot of years, there are a some rather special considerations that have to be given to them when the time comes to rebuild. Many of you may be thinking about undertaking this task during the coming Winter period.

In the cylinder heads, be sure to check the valve stems for wear as well as the valve guides. Do not re-use any

Always check each lobe of the camshaft for wear, as well as the bottom of all the tappets. Never re-use old tappets against a new camshaft as this is a sure recipe for disaster. Also never re-use gaskets with the exception of neoprene valve cover gaskets—any other gaskets are designed for one time use only.

Always try and use high performance head nuts, and it is advisable to replace them every second or third time they are tightened. The threads of all nuts

will distort, even these, and after several applications will do so beyond all usefulness. Also check for excessive wear on the rocker shaft and replace it if you can catch the wear with your fingernail.

No matter how good the crankshaft looks, ALWAYS have it crack-tested and carefully measured. If you aren't replacing the pistons, be sure to check the piston pins for excessive wear, particularly where the small end of the connecting rod runs. Never re-use engine bearings,

with the possible exception of the crankshaft thrust washers, and even then only if a replacement is not readily available.

Neither the four or the six cylinder engine is a suitable candidate for the fitting of valve stem seals. They simply make a borderline lubrication problem much worse.

The above represents only a partial list of conditions which you should look for, or could face, having decided to rebuild your Triumph motor.

### Triumph 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!

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

Triumph Register of America  
6650 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 Avenue  
Oshkosh, WI 54901

## 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 January 15, 1994. 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.

**1963 Triumph TR4:** Known history. Just removed from prolonged storage. New top. Carbs and brakes/clutch overhauled. Runs well. Current tag. All original, but not perfect - would make easy Concours restoration. Only 34,000 miles, hence \$7,500. Mike Cooper, Atlanta, GA. 404-623-3841 home, 404-564-7100 work.

**MG TD MkII Roadster:** Restored, all original parts. Beautiful red lacquer paint. Show quality car. 5,000 miles since restoration. \$14,000. Phone 602-892-6020.

**1980 MGB Limited Edition:** 1728 actual miles, garage kept, never been in wet weather. Purchased new, one owner. Black with tan interior. Asking \$30,000. Sheila Kerr, Killen, Alabama. Phone 205-757-1767.

**1957 TR3:** Complete rebuild, TR4 engine and transmission, wire wheels, not an original car, but a fun driver. \$6,000.

**1960 TR3A:** Two cars for rebuild, can be driven, plus extra car parts. \$4,000. Call 313-995-0596.

**1961 MGA Roadster:** 43,777 original miles. Excellent running and very good body condition. Yellow with red interior. Much original and many spare parts. Always stored and serviced. \$6,000. New Jersey. Call 908-756-1236 days.

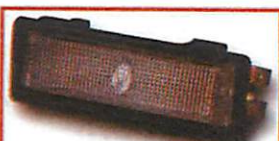
**1967 MGB GT:** Super condition. Overdrive trans, addition on rebuilt engine, low miles since restoration. Excellent running. New batteries, radiator, good red paint, good chrome, tires, stock wire wheels with knock-offs. Complete new interior, seat belts, radio - speakers. Cherry condition, must see to appreciate! \$5,000 O.B.O. Liz, 714-998-3685.

**1972 TR6:** Ready to roll but no place to go. I grew older while TR6 grew younger with rebuilt engine, pimento red paint, six redline Michelins, new top, carpet, battery. Arid Car. New Mexico. \$5,000. Call Fred 505-522-1669.

**1977 MGB:** Runs strong, body in good shape. Stored for three years. 80,000 miles. Needs TLC. Registration current. \$1,000. For more details call Larry 805-928-5089.

**1976 MG Midget:** Clean California car. 8,000 miles on rebuilt engine. Needs cosmetics. \$1,500. Non-California resident only (un-smogged) 805-528-8390.

**1980 MGB Limited Edition:** Brand new, mint condition, black/black interior. Only 9K miles! \$14,600. 408-372-6012.



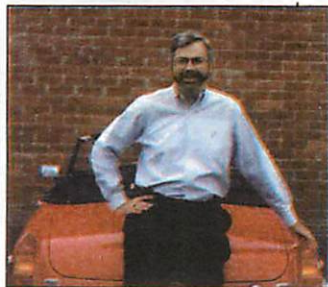
### MGB 1977-'80 Interior Courtesy Lamp

Through some very creative part number interchange work on the part of the Moss Europe R&D team, we have come up with original rocking interior lamps which we haven't seen in years! Our supply may not last long, so if your lamp lens is melted like so many we see, order early to avoid disappointment.

164-965 \$19.95

## President's Corner

Glen Adams



I would like to introduce myself, Glen Adams, as the President of Moss Motors and fellow British sports car enthusiast who purchased my first British sports car in 1967, a British racing green MGB. I would also like to introduce my new column, the President's Corner, in which I hope to periodically provide information on trends in the British parts market that directly relate to you, our customer.

One of the greatest challenges we at Moss have is to continue to supply the widest possible range of parts for cars that haven't been manufactured for decades! We know that you, our customers, have come to expect parts availability which probably exceeds that of the more modern cars which you drive. The biggest battle we face is the increasing number of parts which are discontinued by the original supplier. We are constantly trying to find new sources or to reproduce these discontinued products as soon as possible. As many of these products are very complicated and require a substantial investment in tooling, our strategy over the last few years has been to join forces to ensure the maximum number of new products pro-

duced and to minimize the number of duplicated products by different sources.

With these issues in mind, I am pleased to report that earlier this year in England, M&G International became associated with Moss Europe as well as with us, Moss Motors, in the United States. All of these companies have a financial interest in each other and have agreed to pool their resources to ensure the continuing supply of parts for British sports cars throughout the world. This cooperative venture is joining both the best financial and human resources in the world to keep your British cars on the road forever.

The enormous fund of knowledge possessed by the employees and staff involved in these companies encompasses hundreds of years of experience in British sports cars. These resources will continue to establish our position as the leader in the field of resourcing, remanufacturing, and supply, of those items which we know from your many letters, you need to keep your classic British sports car on the road. We fully intend to continue to supply those parts, even those which have been unavailable for some considerable time. We have already introduced over 4000 new parts during the past several years and hope for this trend to continue. Please let us know what parts are critical to your needs, which will help us prioritize our future product development.

On the economic front, despite the economy struggling out of a recession, I am delighted to say that Moss Motors has had a good year. A lot of the credit for this progress goes to you, our loyal and valued customers. It seems that you like what we do and how we operate; after all we have been at this game for

over 45 years, and we are continually searching for ways to improve our service to you. We have expanded our hours, reduced our order processing time, and added many new systems designed to increase your satisfaction with Moss Motors. Please feel free to write to me or any of our staff at any time. We welcome your comments, even if they are critical, as this is the only way we really know where we can further improve.

On behalf of myself and the Moss crew, I would like to take this opportunity to wish you and your family a very happy holiday season.



### MGB Self-Triggered Hood and Trunk Lid Prop Stays

No, it's not a fantasy - imagine, with a single hand you can now close your hood or trunk lid without fumbling with your other hand to release the latch! This clever design looks like the original but is far easier to use and prevents the damage the original type caused. Easy to install on all '71-'80 MGBs. Both props are slightly longer than originals which allows better access.

Self Triggering Hood Prop Stay 457-535 \$19.45  
Self Triggering Trunk Prop Stay 457-540 \$18.95

## MG Grand Tour Endurance Trial

Phil Smith, Upper Sandusky, OH

Seven P.M., Thursday, August 19, 1993. At their signalled time, two pairs of driver/navigators ran from the front door of the Grand Rapids Hilton, leaped into their MGs, and fired their ignitions. With the heady sounds of high-revved shift points and squealing tires, the first group of competitors in the University Motors MG Grand Tour Endurance Trial, Mark I, were off, for a fast drive around Lake Michigan. Shortly thereafter, four more teams eventually left Grand Rapids. Fourteen hours, 18 minutes after they left, the first team to return drifted 'round the corner into Hilton parking lot, to the initial surprise, then cheers, of the gathered crowd. Within the next two and one half hours, all six teams had returned; the Endurance Trial was over!

In the late 1960s, a fellow named Herb Nichols, in conjunction with the New England MG T Register, held an annual Marathon, a 1000 mile test of man and machine. This eventually evolved into a Reliability Run of somewhat shorter distance, ending at GOF Central; by 1991, interest had waned, and only one car made the trip. And, all these runs were limited to pre-1956 MGs.

Fast forward, to early summer, 1992. I am at Jim Yaussy's garage, riveting TC brake pads to their shoes. Jim, a former competitor in the Reliability Runs, offers me a beer and an afternoon of stories about the Reliability Runs. Steel meets flint...The Spark is there.

During the winter of 1993, it occurs to me that there are many MGs that suffer far more wear from the polishing rag than from being driven. A nagging feeling tugs, something must be done. A series of articles appear in MGB Driver, discussing showing and judging MGBs, the feeling intensifies. The idea coa-



First: Jim Pesta/Tom Baumgardner, ZB Magnette/1800  
Second: Reinout Vogt/Tom Anderson, MGC  
Third: Tom Boes/Rick Verhey, MGA 1600 Mk II  
Fourth: Craig Peck/Lars Traner, 1973 MGB  
Fifth: Maggie and Ralph Beirly, 1978 MGB  
Finished: Dan and Bob Kirby, 1975 Midget

lesces, and a telephone call to John Twist is made. How about a marathon/reliability run type event, circling Lake Michigan, ending at the University Motors Summer Party? It's a sad commentary on Life in the Nineties that we first had to consult with the insurance companies and attorneys; fortunately we encountered no significant resistance, and the UM-MG-GT Endurance Trial was born. The format, an overnight drive of about 900 miles, leaving and ending at Grand Rapids. No route is specified, this is left to the participants. Four or five locations around the perimeter of the Lake are to be photographed to prove the team made the drive. Of course it is a competitive event; first team back wins. Driver licenses will be sealed in an envelope, which if opened results in disqualification. One must have some respect for John Law.

My wife and I drove the first 830 miles a few days before, in our TF, to select the locations to be photographed. In Chicago, the Dan Ryan was stopped, so we took Lakeshore Drive, right through the Taste of Chicago celebrations. Add in an underdash electrical fire in front of

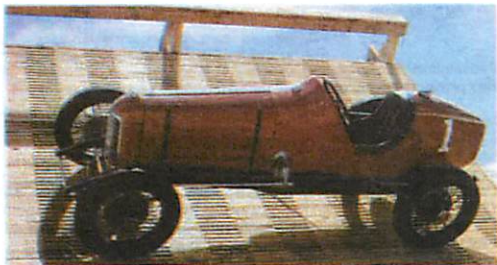
the Art Institute, and we had an interesting drive. But we made good time otherwise, and finish our distance in well under 16 hours. The remainder of the trip was completed Thursday morning, without further incident. A quick trip to the quick print shop, and the instruction sets were ready.

Six hardy teams participated in this event. After scrutineering and a drivers' meeting, the Endurance Trial began. A large crowd was on hand to wish the competitors well. Friday morning at 9:33, the first team arrives. By noon, all teams were back. One team had its entry in the competition disqualified, as an officer of the law

decided to inspect their papers in northern Michigan. Another team had some minor carburetor difficulties, but otherwise, the field of MGs and their occupants weathered the journey intact. Strong evidence indeed that an MG is a durable machine, and should be Driven!

This is intended to be the first of an annual event. Notice of registration for next year's Endurance Trial will appear in several publications, as well as with the registration forms for the University Motors Summer Party.

Why do an overnight, non-stop, competitive endurance run around Lake Michigan in a car that is at least 13 years old? Ask any of the twelve people who competed in this year's event. We all have our own reasons, but it boils down to a certain spirit, well summed up in the phrase, "Safety Fast!"



## Laguna Seca continued from 1

The centerpiece, however, was a full-scale replica of a section of a high-banked board track with a beautifully restored Miller suspended half-way up the banking. It took very little imagination to smell the Castrol oil and hear the cheers of the Saturday afternoon crowd at the races.

When you finally do make your pilgrimage to Monterey there are a few things you need to know. Scheduling is everything! A social director, familiar with the terrain would be handy. Since you're never going to see the inside of your hotel/motel/B&B/tent, a limo would be a nice touch.

Consider, two full weekends of racing,

two major Concours, three major auctions this year, duty dinners with all the people you haven't seen in the last 20 years and....

Oh yes, if you're affiliated with some organization such as the Jowett Jupiter Owners Small Boat Punting and Rowing Club, they will have their own agenda to take care of any spare time.

One last warning, if you have anyone in your group who is more addicted to shopping than racing, lay on an extra limo! Nearby Carmel is relatively small town but shopping, serious shopping, is what goes on there and you would be advised to prepare for this contingency.



### MGA Side Curtains

**Have we got a selection!**

Never before have you been able to choose between so many factory style side curtains in

original vinyl and fabric. With no fewer than nine variations in stock, we have something for every MGA owner.

Our brand new 1500 style curtains are exact repros of the earliest factory type with the flip-up signal flap. While these are not the most practical type, they are the only way to go for the serious purist or Concours enthusiast.

Our 1600 & MkII curtains fit all MGAs and are perhaps the best looking of the bunch, with a single sliding acrylic panel allowing for reasonable ventilation. Both fabric-covered types are extremely well made in the Moss Facility in County Durham, England and match our full range of convertible tops made here in California from the exact same material. Our aluminum-framed curtains are certainly the most practical, durable and affordable. These are based closely on the alloy curtains supplied with factory hardtops, but incorporate an extra weather strip on the outer circumference for increased weather protection. Dual sliding acrylic panels provide the best possible ventilation. Rugged construction and anodized frames stand up well to regular use.

Black Vinyl "1500" Set (Shown above)	259-258	<b>New!</b> \$398.50
Black "Durable" Canvas "1500" Set	259-268	<b>New!</b> 398.50
Black "Durable" Canvas "1600 & MKII" Set	259-628	398.50
Black Vinyl "1600 & MKII" Set	259-618	369.95
Tan "Durable" Canvas "1600 & MKII" Set	259-638	398.50
Gray Vinyl "1600 & MKII" Set	259-620	369.95
Alloy-Framed Set	259-648	239.95

### Stellite Valves

Constructed of stainless steel, then faced with Stellite (a hard-wearing, highly burn-resistant alloy), these valves considerably outlast stock ones. For even longer life, valve seats should be induction-hardened or replaced with nickel-chrome inserts by your machine shop. Sold individually.

**Stellite Exhaust Valves**

MG TC-TD	423-025	\$19.95
TD MKII-TF	423-045	18.95
MGA 1500-1600		
	423-115	15.95
MGA 1600 MKII, MGB thru '67		
	423-155	15.95

MGB from 1968 on	423-165	\$16.95
Sprite-Midget 948 and 1098cc	423-315	13.95
Austin-Healey 100-4	021-024	18.95
Austin-Healey BN4 thru BJ8 (6 port head only)	537-175	18.95
Triumph TR2-4 to TS21470E	821-015	18.95
Triumph TR4-4A (3/16" stem dia.)	821-025	18.95
TR250/TR6 to (E) CFIUE	821-115	15.95
TR6 from (E) CFIUE	821-125	15.95
Jaguar XK 150-150S, XKE (1 3/8" head dia.)	537-095	18.95
Jaguar XK120-140 (1 7/16" head dia.)	537-035	18.95

### Silicon-Bronze Intake and Exhaust Guides

Install your new stellite exhaust valves with our Silicon-Bronze valve guides and frequent (and expensive) valve jobs are a thing of the past. The low friction and high strength characteristics of these guides mean extremely reduced valve stem wear. Sold individually.

TC-TD-TF Intake Guide	423-215	\$3.95
TC-TD-TF Exhaust Guide	423-225	3.95
MGA & MGB Intake Guide	423-245	3.95
MGA & MGB Exhaust Guide	423-255	3.95
Triumph TR2-4A Intake Guide	830-015	3.95

Triumph TR2-4 Exhaust Guide (3/8" stem diameter)	830-025	\$3.95
Triumph TR4-4A Exhaust Guide (5/16" stem diameter)	830-015	3.95
Triumph TR250/TR6 Intake Guide	830-015	3.95
Triumph TR250/TR6 Exhaust Guide	830-035	3.95
100-4 Intake Guide	021-017	3.95
100-4 Exhaust Guide	021-018	3.95
100-6 & 3000 Intake Guide	021-062	3.95
100-6 & 3000 Exhaust Guide	021-061	3.95
Jaguar XK120-150 Exhaust Guide	538-030	3.95
Jaguar XK120-150 Intake Guide	538-035	3.95

## 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!

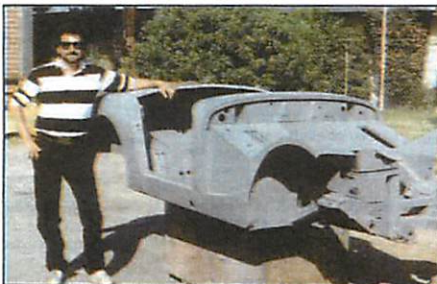


### Britt Barrick, Sales

Most enthusiasts here at Moss Motors would tell you true appreciation of a classic British sports car can only be achieved on the open road. As for myself, I have derived hours of pleasure on my TR4's restoration and in thoughts of its ultimate completion. Unfortunately, four other simultaneous projects (Justin-12, Brianna-6, Cheyenne-3, Cooper-1 1/2) keep me from spending as much time on my TR4 as I'd like to. I look forward to a day of winding my way north on Highway 1, up the coast on a well-deserved get-away with my wife.

### Robert Goldman

Last December I was loaned an Austin Healey Sprite to participate in one vintage race at Willow Springs. One year, and several races later, I'm feeling the pressure to give it back. Fortunately, Sprites are still one of the cheapest platforms to build for road racing. This future *Generic Racing* Sprite was used as a slalom car 30 years ago here in California. If I stay on track, the car should be ready just in time for the 30th anniversary of its last racing season.



### Howard Goldman, Chairman

Despite all the enthusiasts and businessmen who spend their lives searching for excellent condition original cars, a few always slip through the cracks.

It was my wife, while on vacation in Idaho, who spotted this latest addition to the collection. The TR250 is a charming blend of early sixties styling and smooth power. The melodic exhaust note is typical of straight six engines. At 36,000 original miles, this example won't see a lot of use, but the miles I put on it will be pure pleasure.



### MGA 1500/1600 Crankshaft

We have acquired a limited quantity of brand new factory original MGA crankshafts. Since the original "A" cranks were notoriously prone to cracking, demand should be high, so order early to avoid disappointment. These are definitely offered on a first-come, first-served basis.

481-520 \$995.00

# MG MG MG MG MG MG MG MG

## Nightmare at Brooklands

Neil Aldred, Sales & Marketing Director, Moss Europe

In October 1980, after months of abortive lobbying by all concerned parties the MG Factory at Abingdon finally closed. In the months that followed the closure, British Leyland, as it was then, evaluated what to do with the obsolete inventory. Some of it was saved by the good offices of British Motor Heritage, some was sold off to the motor industry, and sadly a lot of valuable parts, tools and memorabilia was scrapped.

At the time, Moss as we know it today was not trading in the U.K. What is now Moss Europe was then trading as the Sprite & Midget, B.C.V8 Centre, in Richmond, Surrey, and was operated by Graham Paddy, Pete Beadle and myself.

In May 1981, Graham received a call from Abingdon asking if we wished to make a bid for the last forty MGB GT (Right hand drive) body shells. How could we not? What an opportunity (we thought at the time) but what actually transpired turned out to be a nightmare, lasting nearly a month and almost costing me my home and my marriage!

Graham duly made a bid, the shells normally retailed at around £1200 but were quite soiled. Several had dents and most had a little surface rust from standing outside in primer, in English drizzle and fog. From memory we offered around £350 per shell, what a deal! But we had made a bid sufficient to win the business.

Obviously the rest of the market did not want to shell(?) out for 40 MGB GT bodies so our offer was apparently the highest, and this was confirmed late one Friday together with a request asking where the shells were to be delivered. I must admit that none of us had given a great deal of thought to this, so we asked if they could deliver two, or at most four to our Richmond premises. We would pay for them all up front, but call for them to be delivered, as required.

Lesson #1 in bulk buying; know where you are going to put the stuff! "No can do" said the MG Factory. "You must take all forty shells in one delivery next Monday, they now belong to you, just tell us where you want them delivered!"

At the time we shared the Richmond premises with our soon to be partners, Cox & Buckles (now the TR



delay a month or two...please could they split delivery? The reply was "Which part of NO don't you understand? They are being delivered Monday now for the last time, where do you want them?" Oh well...

At the time I lived in a 16th century farm house with a typical rickety Sussex barn and some surrounding land. By Sunday we had exhausted our options: Brooklands Farm was the only choice and the following day at 6.00am we advised Abingdon where to deliver the shells.

Two hours later, two huge articulated trucks lumbered down the narrow lane some 10 feet wide which led to the farm. Each truck carrying six shells in special racks. As they moved down the lane they broke off more branches from the overhanging trees than I care to remember! But now, how do we get them off the trucks? Fortunately we had arranged for a forklift to be delivered but it had not arrived! "Hurry up mate" cried one driver, "we've got 28 more to get to you today!" The trucks were blocking the lane and the backup of local traffic began. Tea and biscuits for the drivers to keep them sweet while we waited for the fork lift which eventually arrived but then Murphy's law came into full play! The forks were too short for the pallet racks hold-

ing the body shells! A few choice words not fit for this family paper ensued, then we discovered that if two scaffolding planks were put across the forks, and if two people hung onto the side of the rack to act as counter balances, we could fork off the first shell. The shell then had to be removed from the pallet and hand maneuvered into the field through a narrow gate.

The traffic back up grew, and we had to frequently back up the MG truck and move it up, or down the lane depending upon where the traffic wished to go at the intersection! However with one down and thirty nine to go it looked as if we could do it: but what a day! If you've ever tried moving an MGB body shell you'll know it's heavy, it cuts your hands on the sharp edges and it can be a killer on your back. Now try moving forty shells one after the other! About this time the police arrived and claimed we were causing a traffic hazard, but after learning the circumstances actually stayed a while and directed traffic! Meanwhile the lorries (trucks!) ran back and forth between the farm and Abingdon bringing yet more MGB GT bodies!

After nine hours we were just about tucked out- we'd had our moments, a pallet had fallen off the forks, we had bashed five bodies, but what were a few dents? We didn't care at this point... however we had just placed the last off the shells in the paddock and shut the gate, when the police returned to see how we were doing. We then received the bad news- "I wouldn't leave them there within sight of the road" said the officer, "they might be stolen, better move them somewhere else!" It seemed that news of the shell adventure had traveled fast, in fact a customer in the Richmond shop was regaling the staff with tales of a load of MGB shells he's seen in a field at Windlesham, twenty five miles away! So we decided to move them across the

Continued on page 8.

## An MG Trip Down Under

Art Beloit, Long Beach, CA



In late 1992, we were invited to visit John Vickery and his wife Carol in Australia. This trip being our first overseas trip and also the furthest away from home, it took a lot of discussing and a lot of planning.

The time for this trip was definitely scheduled to fit in with the MG National meet in Adelaide, South Australia on the four day Easter weekend.

Our first evening, Thursday, in Glenelg all the overseas people were the guests of the Mayor of Glenelg, who hosted a party, described as noggins and natter, called cocktails and finger food in the U.S. There were six overseas country's represented by eleven from the U.K., two from France, one from Denmark, seven from Switzerland, three from U.S. and eight from South Africa. It was a very interesting and enjoyable evening.

Friday was registration for all cars entering the Concours Saturday. The cars were from pre-war days, MGSA,

MGVA, MGJ3, MG C-type, MGK3, MG P-type, followed by MG-TC, TF, TD, MGA 1500, 1600, Twin Cam, coupes, MGB MKI pull handles, and push-button handled MGB MKIIs. Some of these cars were manufactured in U.K. and assembled in Australia to circumvent the high tax on auto imports. Others on display included MGB rubber bumper, MGB GT MKI and MKII, MGB GT rubber bumper, MGB GTV8, MGC GT & RD, MG Midget, MGY Saloon and Tourer MG Magnette ZA - ZB - MKIV, MG 1100, MG TC specials, MG specials, and a lot of other specials, to many to describe.

Saturday was the Concours day and started as early as 7:00 am and was about full at 9:30 am. Not counting the cars myself, I estimate approximately 600 cars on display, all in showroom condition, making any judgement on my part very very difficult as to the best in each class. Saturday evening it was fun and games, put on by the South Australia club, at a M.A.S.H. party with

games, food and drink while visiting with a great group of MG people.

Monday evening was the formal dinner and presentation of approximately 850 trophies, which included a fully catered dinner including wine, beer, and champagne with coffee, tea, and orange juice for those who did not care for spirits. The evening lasted from 7:30 pm to 1:30 am, with dinner, dancing, and awards giving, which included awards for all overseas guests. It was a very successful evening attended by approximately 800 people.

Monday it was up and on the go again, a short walk to the Grand hotel in Glenelg. I might at this time remark on the excellent way the transportation, two vans and two drivers, that were there for the overseas guest, to get us to all events not within walking distance. This being the last day we were gathered for a farewell breakfast. This event

was attend by approximately 600 people and it was an outstanding ending to the first international MG meet in Australia.

The afternoon found us on our way again by car, with the Vickery family on a two day trip to Balgowmie where we will spend two days visiting and sight seeing. We spent some time in Johns garage looking over his MGB-RD and GT both which were in excellent condition.

Saturday morning early we were on our way to Sidney for two days of shopping for the families back home and ourselves. Sidney is a beautiful city very much like San Francisco, very modern buildings mixed in with the old with vast amount of history. The trip was great, and will be remembered for a long time. The MG meet was the best we have seen, four days of activities from sun up to sun down. These people did a fantastic job. Go for it if you can in 1994.

### MG Clubs

The National Club addresses for MG 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!

New England MG Register  
Drawer 220, Oneonta, NY 13820

North American MGA Register  
2114 Finchurst Drive  
Carmel, IN 46032

North American MGB Register  
P.O. Box MGB, Alton, IL 62905

American MG Register  
37 Park Avenue  
Asheville, NC 28803

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

## The Things They Say!

Items of interest from Around the World

### British Car Drivers... Better Drivers?

It might just be so, at least for those of us driving pre-alternator cars. A recent medical research study conducted in England suggests that driving a car with an alternator which produces measurable amounts of magnetic radiation, can affect one's sex life. A generator produces about one fifth the amount of radiation given out by an alternator.

As if this wasn't enough, a Dr Hargreaves study comes to the conclusion that people who spend a great deal of time behind the wheel of their cars, may be less fertile! However not to worry...that doesn't include the time spent working on them!

MG Magazine

### Triumphant Rebuild

"Driving my rebuilt TR2 is enormous fun, though no doubt I'm blinded to many faults. The engine is torquey and responsive, the suspension reasonable though bouncy at the back, and the handling...well, it's not too bad! Restoring Classic cars has to be the most time-consuming hobby known to man-though the euphoria of driving the finished product (delude myself-it's never really finished!) is hard to match. Long may we all continue!

Malcolm McKay. *Thoroughbred and Classic Cars magazine*

(Many of you met Malcolm when he attended Triumphfest in California last year-obviously his TR2 is now on the road! Ed.)

### Triumphant Fake!

"Seems strange to us that a company is offering kits to build a replica TR3. Why strange?-because the kits vary in price from just over \$5000 to \$10,000 to include a rolling chassis. However to this you have to add Ford Sierra running gear and an engine of your choice-Ford, Nissan, Rover, or whatever. For those prices you could buy a nice, running, REAL TR3!"

Classic & Sportscar Magazine

### The Driver's View

"I'm not really into keeping my car in a garage and cleaning the suspension with a toothbrush. To me that's not what it is all about-a car is at its best on the road. I wanted something I could use everyday and the thing about the MGB is that the spares situation in very good and it's also a car that's very easy to maintain!"

Tony O'Callaghan. British Actor and TV star



### TR4-4A Ash Tray Assembly

We have located a limited supply of replacement ash tray assemblies which are nearly identical to the factory originals which are long obsolete and cost-prohibitive to reproduce. The ash tray insert incorporates a series of horizontal ribs on the outer surface while the chrome housing will require some simple adaptation, as it does not have a stud on the back as original.

The new ashtray insert will fit your original housing.

633-390

\$13.95

## Brooklands

continued from 1

field to a more private area, out of sight of the road, and where they could be guarded by our horse. Finally at 9.00pm we'd finished...or so I thought!

Next morning I went back to work leaving the horse to keep an eye on the body shells. At 10.00am I received a phone call from my wife who was going ballistic! It seemed that she had just had a visit from the local planning officer and had been told that we were in breach of local planning regulations...we could not use agricultural land for commercial purposes! The shells had to go, and we had two weeks to comply or have a lien placed on the property and face prosecution. I, in desperation telephoned the planning officer who was unrelenting!

Fourteen days to move forty shells...but how and to where? We calculated...nine might just go in the barn if we stood them on their noses: quite literally. By the way have you ever seen an MGB fall over? Well several did: the art is not to be standing underneath them when they fall! We thought we could also put ten in Graham's garden, that would give us some breathing space...and five would go to Brown & Gammons at a demon price leaving us with sixteen. We then rented space in a local farmyard that would take ten shells and two would go to the shop in Richmond. Surely the town planners would allow me to keep four shells in the paddock?

If working out where to put them was difficult, moving the shells one at a time on a car trailer was a nightmare. Each night I would return home from work, put the trailer on my Ford Capri company car and venture into the paddock where I'd had to take a fence down because the gate was too narrow for the trailer! Normally Graham and our young apprentice Nick would help me, but this stopped after Nick left the fence down one evening. The horse, a thoroughbred racer on loan from a (now ex-)friend, escaped and terrorized the neighborhood! It tore up the front lawn and the proceeded on to the local by pass, nearly causing a serious accident. My wife was not amused and I slept that night in

the barn! In truth my family became a great help, we worked out that if I lifted the front of a shell up single handed, my wife could reverse the trailer under the shell. My twin sons would hold the ramps from digging into the turf and I could then step gingerly over the axle, brake cables and cross members. On a good night we could move four shells if the distance was not too far....

Two nights in the barn-four major spousal rows-an escaped horse-a dented Capri and damaged mudguards on the trailer-and we were there. Not so...the planner returned! "Why are there four MG bodies on your front lawn?", he asked, "and why are there cars in the barn?" At this stage my wife had had enough! She attacked and told him a few home truths. How dare he trespass on our land? How else did he know what was in the barn? He had ruined our marriage and cost us dearly, and if he did not get off her land immediately she would call the police. Following which she burst into tears and the planner tactfully retreated to lick his wounds!

Next day I received a letter ordering me to remove the thirteen shells from the barn and the garden...and all was not well at Graham's house either! The next door pig farmer whom Graham had previously complained to about the smell emanating from his premises, had reported the ten shells in Graham's garden and the local planners were now on his case! We were now desperate and he did what we said we would never do-selling the ten shells from Graham's to one of our arch competitors, and what a hard bargain he drove...no profit there! However this was the turning point and



we then had a little luck and the last laugh on my local planner. After receiving the letter I telephoned the town solicitor at the local town hall. I explained all the circumstances and the harsh treatment we had received at the hands of the planning department.

There was a long, long, silence and then she said, "Mr Aldred, I feel this is a case of Defacto Minimi". Thinking the worst I asked her to explain to me in layman's terms what that meant. "Not worth bothering about" was the answer, and leave the planning department to me". Six weeks later the notorious Mr. J. our planning officer, left the employ of the council and the remaining MGB GT shells were saved.

In conclusion some of you may be wondering what happened to the 25 shells we still owned, and as you would expect we sold them all over the next four years, even buying six back from our arch competitor!

I think we made a profit on paper, but my wife and the horse would never agree with me, and I don't think either of them have completely forgiven me to this day!



## Chrysler

continued from 1

wealthy, and I would have to make do with a 1948 Volkswagen Beetle, split window, crash box though it did have a Porsche 1100cc motor. At that time one of the finest MG's in Zurich was a truly superb MG SA Tickford Drophead, finished in midnight blue over light blue. I lusted after that car until discovering that it was owned and driven by one of Zurich's most expensive 'ladies of the night', known as the "China Clipper", because of her truly beautiful oriental features. I never did get to meet her or get near the SA!"

"I came to the United States when I was 22, after finishing high school, joining the Marine Corps where I became a fighter pilot. During this time I had an MG TD which I ran in SCCA races and eventually managed to get my MG TC which I restored in my off duty hours!

1963 saw me join General Motors and from then on my career has been closely linked to my hobby. Over the past three decades I've owned two MG TC's, also an MG TA Tickford which I restored, and currently have the SA and the TC, which I've brought today, plus a few other classics including a 1934 Riley MPH. Also I still retain my membership of the Abingdon Rough Riders back in California!"

The President of Chrysler, who in the past also served time at BMW, Ford and GM, is above all a driver of British and other classic cars and frequently meets up with other classic car buffs for a Sunday morning drive or a tire kicking session. "During the Summer I drive one or the other every weekend-there are some great driving roads here in Michigan, and it's great to be with a bunch of other people united by a common passion for classic cars".

### Expandable/Collapsible Cup and Mug Holder

This clever accessory makes you feel like you're driving a car from this decade - at least as far as your ability to find a place to put your or your passenger's hot or cold drink, besides your lap!

Mounts quite easily to any more or less vertical surface. When mounted to a carpeted gearbox tunnel, it can be removed without leaving marks for car shows, etc. Clean black design folds to a mere 3/4".

A much needed modern convenience for your vintage sports car!

222-090

\$11.95







# Free Holiday Gift Give-Away

(You're On Our Gift List This Holiday Season!)



229-600  
MGB Lighter  
\$19.95



386-210 Colortune \$45.95

We know how much fun receiving gifts can be, and while unwrapping a big mysterious box certainly has its moments, how many more cutesy coffee mugs, brightly patterned ties or scented soaps-on-ropes can you fit in your closet? In fact, wouldn't you like getting a really great accessory item in the mail from Moss Motors this holiday season - *absolutely free* - that you picked out yourself?

Hmmm, we thought so.

What in the world are we suggesting? Well, it's simple and it's fun! When you order over \$100 worth of parts for your treasured British sports car between now and New Year's Eve, choose a free gift for yourself from our Holiday Accessory catalog!

We've cleverly color-coded our hundreds of accessory items with a (a colored dot), to help you browse through our catalog and easily choose your favorite accessory at your free gift level.

It's as simple as 1-2-3 (sorry, how cliché!) All you need to do is:

1. Take your total order value.
2. Note which free gift level you qualify for.
3. Flip open your Holiday Accessory catalog and choose a **single free gift per order** from the color-coded items in your matching color level.



145-785 Cut-Off Switch \$69.95



220-430 Jaguar Model \$23.95

### Watch the Dots...

If Your Total Order Value is:	Choose <b>One Only</b> Free Accessory Coded with the Dot Color:
\$100.00 to 199.00	Yellow
\$200.00 to 299.00	Blue or Yellow
\$300.00 to 499.00	Green, Blue or Yellow
\$500.00 and above	Red, Green, Blue or Yellow



Of course we have a few little rules, but have you ever seen a promotion that didn't? You must ask for your free gift at the time you place your order. If the item you choose should be temporarily out of stock, we will backorder it and ship it to you at no charge. Sorry, we can't exchange your gift for cash or an alternate product. While you can request a color-coded accessory below your value range, you may only receive **one gift only** per order. You must order by December 31, 1993 to receive your free gift!



## 1994 Moss Motors Rebuild Program!

### Save 10% On All Your British Parts Purchases For One Year!



To Qualify, Just Place An Initial Single \$2,000 Retail Order After Discount!

**Benefits include: A Personal Rebuild Advisor! Rebuild Recordkeeping Kit With Parts Catalog, Price List, Rebuild Journal, and Rebuild Guide.**

**Receive at Least 10% OFF All Orders for One Year! (Valid on Retail Orders Only - You Must Register By December 31, 1993.)**

If you're considering a complete rebuild of your British sports car, we have a special support program designed to simplify your restoration! We call it the MOSS REBUILD PROGRAM and it applies whether you're rebuilding with or without a new Heritage body shell. Register with our rebuild program before December 31, 1993 and take advantage of the following great benefits:

- You'll receive a 10% discount on all parts for your project car for the duration of the rebuild, up to one year. During sale periods, the higher of the two discounts will apply.
- You'll receive a free rebuild information packet which includes a new Moss parts catalog, a rebuild journal for recording costs and notes on your rebuild, a price list, and a rebuild guide where available. We'll also supply you with a sturdy folder to keep your rebuild records and photos in.
- We'll assign you a Rebuild Advisor who will be your direct contact at Moss, advising you on all aspects of your rebuild, including technical questions, ordering, and returns or exchanges if needed.

To qualify for the program is simple! Just place an initial order for rebuild components for a project car totalling more than \$2,000. It's that easy! If you'd like to join our Moss Rebuild Program or you have any questions, please call our sales department toll-free at 800-235-6954.

You must sign up for the rebuild program before December 31, 1993.



### 5% Off Gift Certificates

For those of you still shopping for the perfect holiday gift for the British sports car owner in your family (don't forget yourself!), here's your opportunity. Moss Gift Certificates are available in multiples of \$25 and are on sale until December 31, 1993 at 5% off. Good on any retail order from January 1, 1994 through December 31, 1994, certificates must be mailed in or presented at either of our USA counter locations. If you are ordering for yourself, we'll send the gift certificates to your mailing address.

If you wish them to go directly to the sports car enthusiast on your gift list, we'll be happy to send the certificates along with a card with your name on it. Certificates can be ordered by mail or telephone. Please order and pay for certificates separately from other transactions, or send separate checks. Also, using a charge card will let us ship immediately, while using a personal check may cause a delay. Gift certificates are good on retail purchases only, and must be used during 1994 - they can't be accepted after December 31, 1994.

**The best part is, you can use them with any future Moss promotion or sale!**

# TECH TIPS

Have 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.

## TECH TIP 78

**Keeping It Clean**  
George Blumb Noblesville IN

While recently applying a UV protector on my MGB rubber bumper and tires, I experienced overspray on the paint and the wheel rim, and I thought there must be a better way to do this.

Several days later while browsing through an office supply catalog, I spotted a squeeze bottle reservoir, with a sponge top. The sponge was some 2" long by 1/2" wide, and rectangular in shape originally designed to moisten labels and envelopes. It's called the Sterling Master Moistener and works just great!

## TECH TIP 79

**Tired Out Again!**  
Mark Iblenthal. Overland Park KS.

So you'd like to buy some new skins for your MGB but everyone laughs when you mention the tire size? Well you are not alone.... Until 1974 the MG Car Co. recommended 155 SR 14 as the standard size with 165 SR 14 as the 'size-up' option. I recently researched the above mentioned problem for my oil spreader and was unsuccessful in locating the correct size, short of Coker Antique Tire and their prices are very modern! However in talking to the guys at my local Tire Rack they were able to come up with actual dimensions that make this all a lot less painful and much less expensive. Read on.....

A 155 SR 14 is 23.7 inches tall.  
A 165 SR 14 is 24.4 inches tall. (both acceptable standard sizes)  
A 175/70/14 is 23.78 inches tall! This is an O.E. size for Mercury Topaz and is in good supply. Tire Rack also indicated that the minimum wheel width for the above mentioned size is 4 1/2 inches.

## TECH TIP 80

**TR6 Takes a Leak!**  
Peter Arakelian  
Goleta, CA  
(One of the Moss Crew!)

For the last three years I have had a continual problem with the manifold gasket on my TR6: vacuum leaks. Initially I could count on a new manifold gasket to solve, for about four months, those annoying backfires during deceleration and the rough idle! By the beginning of this year the problem was occurring almost monthly! During this time I became very proficient at changing that gasket but I realized I had to do some-

thing about the cause of the problem.

First I had the intake manifold surfaced-I did not do the exhaust because the gasket always blew out at the intake ports, usually the rearmost, and my machinist was amazed that I had not burned a valve long ago! The manifold was warped in two directions-not only was it curved away from the head on the ends, but it was also cupped vertically due to excessive tightening on multiple layers of gaskets. The last gasket held out for just two weeks!

I decided this time to use a gasket designed for performance headers and changed all the lock washers, and this seems to have finally solved the problem. The new gasket\* is a solid piece of material rather than the composite style of the original, which appears to make it less susceptible to the separation and tearing I was experiencing. \*(Moss #695-050 for TR250 and early TR6, thru '72, 695-060 for late model, '73-on.)

However I do feel that changing the lock washers was the main improvement-the old ones were getting...well old! This meant they were not holding properly and the new washers compressed the gasket less while applying the same pressure. So if you are having the same problem, and I've heard many of you are, try changing the washers.

## TECH TIP 81

**Tie Rods Again!**  
Russ Mooney Greensboro. NC.

I enjoy reading Moss Motoring very much especially the articles by your technical staff and other readers and an article about tie rod end replacement by Ray Glabach caught my attention. I tried Ray's various techniques for freeing up the TRE on my 1970 MGB but to no avail. However his article prompted me to come up with the following method that proved easy and simple for me.

1) Remove the tie rod end lock nut and replace it with a standard hex nut to protect the male threads and not mess up the locking end of the lock nut. Screw the standard nut up to almost its full thickness so that there are no male threads showing on top of the bolt and that there is some distance between the bottom of the nut and the bottom of the tie rod end.

2) Using a square cold chisel about six inches long, and a three inch "C" clamp, hold the chisel under the steering arm with the tapered end close to the king pin, and the square end under the nut you have just placed on the tie rod end bolt. While holding the chisel in place, put the opened "C" clamp (screw end up) on the steering arm as close to the tie rod end as possible, and under the chisel. Tighten the "C" clamp carefully until the tie rod end pops loose.

Note that putting the tapered end of

the chisel under the steering arm and close to the king pin, and the square end of the chisel under the nut on the tie rod end bolt resulted in the top of the tie rod and the bottom of the chisel being essentially parallel.

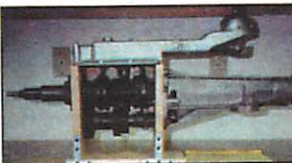
Thus when the "C" clamp was tightened there was a greatly reduced chance of the "C" clamp/chisel slipping and flying around.

3) Remove the nut from the tie rod end bolt, and separate the tie rod from the bolt. I hope this may be of help to other "M.M." readers.

## TECH TIP 82

**Cut Away Tranny Jig**  
Dean Tetterton Richmond, VA

At a recent meeting of the Richmond Triumph Register, it was agreed to have a session on Triumph transmissions, and as I rebuild trannies I volunteered to hold the tech. session.



I pondered about the best way to conduct the class and decided that what I really needed was a "cut-away" model to demonstrate. I had an old TR3 transmission which was not worth rebuilding because the gears had deep rust pits on a lot of the teeth. The case was good and I didn't wish to cut the side out of it. I therefore decided to build a "case" out of wood!

With the wooden case it is possible to see how the gears mesh and shift all the forward gears. The front extension, rear extension and top cover are bolted to the wooden frame with threaded inserts. These can then be unbolted, and the transmission dismantled step by step as outlined in the workshop manual, and with the openness of the wooden frame it was easy for everyone to see what is happening.

The photograph will give a clearer indication of what I constructed, and the session was a great success, giving all present a better understanding of what "synchro cups" are, what is meant by constant mesh gears, and why you should change your transmission fluid on a regular basis.

Now members have expressed a desire for a session on engines...I wonder if I can make a wooden block...?

## TECH TIP 83

**Compensation - For Your Handbrake**  
Daniel Greenberg Ann Arbor, MI

If you've decided to do something about a frozen or sticking handbrake on an MGB, you should know that the source of handbrake problems is not always in the cable itself. The handbrake cable passes through a "compensating" mechanism, attached to the differential back plate - that is susceptible to corrosion and can cause the handbrake to stick or lock-up altogether. If pulling up the handbrake causes the rear brakes to engage, but releasing it releases only the driver's side rear brake, then the odds are that you have a malfunctioning compensator.

What's a compensator? The primary handbrake cable runs from the handbrake lever to the driver's side rear brake through the compensator. When you lift up the handbrake handle, the primary handbrake cable pulls the driver's side rear brake lever towards the center of the car, thus engaging the driver's side rear brake shoes. As the primary cable is pulled towards the center of the car, the cable housing, which abuts against the compensator, moves in the



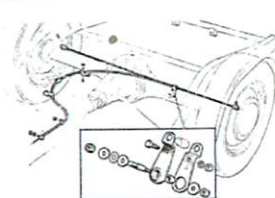
## TR4 Closed Circuit Air Filters

Not only are our closed circuit air filters perfect repros of the originals right down to the silver hammertone paint but we've also reproduced all of the difficult related parts, even the "AC made in England" decal which can be used as you see fit! These components were fitted from CT 23694.

Air Filters (2 req.)	371-505	\$32.50
Breather Hose (2 req.)	834-275	6.95
Flame Trap	031-721	14.95
"AC" Decal (2req.)	215-635	3.95

opposite direction. This opposite motion of the cable housing works through the compensator to pull the secondary cable, attached to the passenger side rear brake, towards the center of the car. Magic! You pull one cable and two cables move simultaneously. The compensator has translated the motion of the primary cable into an opposite motion of the secondary cable.

To function properly, the inner and outer compensating levers must be able to pivot freely on the compensator fulcrum. Unfortunately, the lever and fulcrum receive no regular lubrication. Greasing the handbrake cable does not lubricate the compensator! Eventually, even in the mildest climates, the compensator becomes corroded and frozen. Once the compensator stops moving the handbrake cable also seizes up, regardless of how much lubrication it has received.



When replacing the handbrake cable, test the compensator fulcrum for easy motion. If it is struck, remove the small nut joining the two halves of the compensating lever, and the large nut at the bottom of the fulcrum. Pull the inner compensating lever from the fulcrum. Use emery paper to remove corrosion from the lever bush and fulcrum. Clean and apply a light grease of anti-seize compound before re-assembly.

If corrosion is so severe that it is impossible to dismantle the two halves of the compensating lever, you will have to unbolt the entire assembly from the axle back plate and replace the frozen parts. (It isn't a good idea to use heat to dismantle the compensator while it is bolted to the differential back plate - the fuel tank is just inches away!) The compensator fulcrum (Moss part #181-500), inner and outer levers (part #181-520 & #181-510), and fulcrum bush (part #330-190) should be replaced as necessary.

Since the bolt holding the compensator in place is also responsible for helping to secure the back plate to the differential, it is possible that a leak of differential fluid could develop after replacing the compensator. If so, it will be necessary to replace the differential back plate gasket (part #296-200 for banjo type axle or 296-210 for tube type).

Since the compensator is so important for the smooth functioning of the handbrake, it is a good idea to dismantle and lubricate it on a yearly basis.

## MG-T Crankshaft Seal Conversion

This brand new conversion has been personally engineered by Al Moss in an effort to make his own TC completely leak-free. The original archenemies scroll-type seal is difficult to set up properly and is at best not leak free. Al's design is easier and far more foolproof to install than the original and uses a modern lip type crankshaft seal which rides on the crank flange, just forward of the fly-wheel. Drilling a simple 1/8" hole in the rear bearing cap is the only machining required and the conversion is fully reversible should you once again want to soak your garage floor! Full instructions, Allen keys and enough silicone sealant is included to complete the conversion.

Initial production is being personally produced by Al in his home machine shop and will be serial numbered (starting, of course, with #251). The first 25 will be personally signed by Al Moss. Installed correctly in conjunction with our lip type front crankshaft seal, this conversion is guaranteed not to leak!

Conversion Kit

433-415

\$189.50

## 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 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 - More On Zenith-Stromberg Carbs

Eric Wilhelm  
Technical Services

The first step in dealing with carburetors is ensuring that the engine and ignition system are in good order. This includes valve clearance, valve timing, compression, point gap, spark plug gap, ignition timing, and overall condition of engine and ignition components. Otherwise it is impossible to make correct settings and adjustments. Many alleged "carburetor problems" are really engine or ignition problems.

The place to start with your carbs is with information from your workshop manual or the Haynes *Stromberg CD Carburetors* manual (Moss # 212-940). I strongly recommend the Haynes manual, as many factory workshop manuals give little detailed information. Before touching your carbs, study all information on them you can obtain, including this article.

Areas of concern are: mechanical condition (including cleanliness), fuel/air mixture, and air-flow balance (multi-carb only). As these overlap and affect each other, a "hit or miss" approach is self-defeating. Ask yourself what the carburetor needs, and how much work you are willing to do. Does it need minor adjustment, or is a full rebuild required? Determine what the symptoms of the problem are, determine the cause(s), and take appropriate remedial action. The following troubleshooting chart covers the most common problems.

Mechanical condition is relatively easy to determine. Are the carburetors clean? Do the linkages and other moving parts move freely? Are all gaskets and O-rings sealing properly? Does everything look and feel right? There should be no fuel or vacuum leaks. Inside the carburetor, check the large air piston diaphragm - it should be free of holes or tears. The bypass valve diaphragm (when fitted)

### Ask yourself what the carburetor needs, and how much work you are willing to do. Does it need minor adjustment, or is a full rebuild required?

should be flexible and free from holes or rips; these often become burned and hardened. Floats must not have cracks or holes, and should not contain gasoline. Floats should be set to the correct height (check your manual). Throttle shafts should not bind, nor should they "wobble".

While your manual will give basic "bench" settings only, tuning is performed with the engine at idle. Refer to your manuals for the required engine speed. Mixture setting on the very early Z-S carbs is easy - adjust the jet up or down with the external brass mixture screw. The carbs found on TR250s and very early TR6s have adjustable jets which aren't supposed to be adjusted, but can be. These have a large plug with a hex head on the bottom of the carbs. Remove this, and the jet adjustment mechanism is exposed. In all cases, moving the jet further into the carb leans the mixture, while moving the jet further out of the carb richens it. Later carbs do not have adjustable jets, but have

adjustable metering needles, which require a special tool for adjustment (Moss #386-310). On these carbs, lowering the needle leans the mixture, raising it richens the mixture. Once the mixture is set at idle, it will automatically be correct throughout the engine's operating range. The mixture will be correct when, upon lifting the air piston no more than  $\frac{1}{16}$ " with a thin screwdriver, the idle speed remains constant. If speed drops, the mixture is lean; if rich, speed will rise.

Balancing the airflow on multiple carbs is not difficult if a Unisyn (Moss #386-200) is used. After balancing the airflow, it may be necessary to slightly readjust the idle mixture.

## Zenith-Stromberg Troubleshooting Guide

### Poor Idle Quality:

Air leakage (check gaskets and vacuum fittings)  
Throttles not synchronised (re-balance carbs & reset linkage)  
Air valve sticking (clean & reassemble)  
Obstructed float chamber or diaphragm vent holes (ensure that air filter and gaskets are correctly fitted)  
Incorrect fuel level (clean or replace needle valves & reset float height)  
Metering needle wrong or incorrectly fitted (check needle number, and install to correct height)  
Diaphragm incorrectly located or damaged (holes on bottom of piston should be in line with and face throttle shaft - replace damaged diaphragm)  
Temperature compensator faulty (with engine & carb cold, compensator cone must be seated, but free to move off its seat)  
Vacuum leak around throttle shaft (replace seals and/or shafts)

### Hesitation or "Flat Spot":

In addition to the above, check:  
Piston damper inoperative (ensure damper is filled to proper level with correct oil - check operation by raising piston, whereupon resistance should be felt)  
Air valve spring missing or damaged  
Ignition timing incorrect  
Throttle linkage operation incorrect (readjust and check for correct operation)

### Heavy Fuel Consumption:

In addition to all of the above, check for fuel leakage

### Lack of Engine Braking:

Faulty bypass valve (replace diaphragm or entire unit)  
Throttles sticking open

Ignition retard inoperative (if separate retard unit fitted to distributor, check operation - if not, ensure that distributor returns from advanced position)

### Lack of Engine Power:

Damaged air valve diaphragm  
Low fuel flow (check fuel pump output, needle valve & seat assemblies, and float height)

The idle trim adjusters provide very fine adjustment to compensate for the differences between a new "tight" engine and one which is run in, and to set the carbon monoxide emission level at idle. On earlier pollution controlled carbs this is a large brass screw on one side of the carb, located just above the lower end of the temperature compensator. On later carbs it is part of the "downstream discharge idle circuit", in an assembly screwed onto the side of the carb. These are not ordinary mixture adjusters. Any adjustment of either type should be checked with a CO meter, and the CO level set to factory specs.

Temperature compensation is found on all but the earliest Z-S carbs. In an uncompensated system, rising temperature adversely affects fuel metering performance and engine idle stability. This is unacceptable in meeting strict exhaust emission requirements. The earlier temperature compensators are

oblong units with plastic covers. The only servicing possible on these is cleaning, and ensuring that the black plastic tapered valves do not stick. Do not bend or alter the flat metal "spring" - it is a bimetallic arm controlling the unit's operation. Later carbs have internal emission tubes which need no attention.

Bypass valves have either external or internal adjustments. This is set at the factory to allow the valves to open at a precise vacuum. Do not alter this setting. The only maintenance to be done on these units (aside from cleaning) is replacement of defective diaphragms (Moss # 365-755).

The operation, maintenance, and repair of the "water choke" units is as complex as the units themselves, and is far beyond the capacity of a full article of this length. For information on these units, I suggest the excellent chapter on them in the previously mentioned Haynes manual.



The Fall of 1954 was the beginning of a new learning curve in my life. It was a time when if you drove one of those so called "puddle jumpers", (a little British car) you suffered all kinds of loving ridicule, such as "Hey, get back on the sidewalk" or "You need another for the other foot"! You would also run into the all-knowing car buff, who always tried to impress his companions with his knowledge.

One day during a rally, I came to a check point in my MG TF and parked alongside a friend who also had a TF. Know-all held forth, "Great LITTLE cars, stick shift and all, I've read all about them" This in a voice that commanded attention from everyone within 50ft of the car. Looking over the cars very carefully he then asked in the same mellifluous voice as before, "What year are these UNDOs anyway... and where are they made?!"

And so a new era, and in fact a new phenomena had started, especially for me. Although British sports cars had been in North America for almost a decade, at this

## Just Driftin'

W. Harry Haigh, Marketing Administrator

*"To all the cars I've loved before, that wandered in and out my door, I'm glad they came along and I dedicate this column to all the cars I've loved before".....*

point in time they had been few and far between in the Province of Ontario Canada. However suddenly Sports Car Clubs were becoming more active, more and larger groups of cars were being seen, and the unknowing started to take notice.

The next 18 months of my young life was spent learning a new language-the language of sports cars. In retrospect, to a novice like me it was almost like a foreign language. Questions such as "have you seen the latest *Road & Track* road test on the Wankel?" What the heck was *Road & Track*, and what in the world was a Wankel? These seem like simple questions today but to a newcomer to the sport it seemed like double-dutch. However after finding the answers to the aforementioned questions, off I went in my search for "R & T" and soon found out it was indeed the Sports Car enthusiasts bible.

I learned all the nuances of motor sport from this magazine. Terms such as "Torque Ft/Lbs", "0 to 60", "Brake rating", became second nature and names such as Stirling Moss, Juan Manuel Fangio, Le Mans, Mille Miglia, tripped off my tongue, in a form of foreign language when spoken fast. I became an expert like everyone else of my age!

My evenings and weekends were totally absorbed by sports car activity. If I were not working on my own

car, I would be helping friends prepare their car for some rally or other event that started yesterday! The "last minute drill" as it was known. Or I would be running wildly round the local countryside checking out a rally route for the local sports car club.

Driving the cars in the '50s and '60s was not a great deal different from driving them today, except that we drove them MORE and on better roads! The only time I can recall being part of a car show of any sort back then, was when we had 30 to 40 sports cars assembled in some parking lot, waiting for the "off" in the form of a rally or slalom, a driving test or even an ice race or mud plug! You will gather that we did a lot more driving than showing.

Things have changed tremendously over the intervening years and sports cars for one reason or another seem to be slipping away into obscurity. I for one think more of our cars should venture back into light hearted competition. Today for the most part, the cars are just as reliable, if not more so, than they were in their other active life, and if driven with care more excitement and lifelong memories would flow from their use.

But enough of my ramblings, let me finish this particular story. As it turned out my subscription to *Road & Track* became the downfall of my love affair! No-not with my wife, Jean, but with my beloved TF. The reason for this was that as I became fluent in the lingo, you know, "0-60", "Torque Ft/Lbs", and all that jazz, my friend purchased a new TR and I couldn't stay with him on any event, and he just blew my socks off every chance he had. Like Oliver Twist I began saying "Please sir, can I have some more (Power)?" Thus it was goodbye TF, and hello MGA! But that's another story for another time.....



## MOSS MOTORSPORTS TEAMS

'93 has been a banner year for our official Motorsports Team Participants, and as a way of saying thank you, we thought it was time everybody had a chance to see their name in print! Thanks to all of our team members for the hard work and dedication in 1993 - we look forward to a successful 1994 with you all.

### ALLIGATOR RACING

Our own Jonathan Lane is feared by competitors on the west coast as he blazes around tracks like Willow Springs and Vegas in his white and green right hand drive MGB roadster.

### GENERIC RACING

Moss is also proud to sponsor Robert Goldman in an very brightly colored orange Sprite, whose father is our fearless leader Howard Goldman. This car has to be seen to be believed, with its powerful supercharger whirring away under the bonnet.

### TWO BEARS RACING

Garry Harrison of Brecksville, Ohio MGA Coupe

### E-TICKET TRIUMPHS

This west coast banner of teams is almost exclusively dedicated to TR4s, including a replica of Kas Kastner's white TR4 which is owned and co-driven by Bill Burroughs and Paul Smock.

### And, also under E-TICKET TRIUMPHS:

Mordy Dunst, Triumph TR4A

BLACKWATCH RACING, Casey Annis, TR4

Leon Duhammel, TR4

### BILL HAISLETT RACING

Brea, California

MGB Roadster

### CARBONE RACING

Mike Killeen of Sparta, N.J.

MGA Roadster



### RAD RACERS

Kondrant Bartlam of Pomona, CA  
Austin-Healey Sprite

### SPIT "N" FIRE RACING

Vasken Bedirian of Woodland Hills, CA  
Triumph Spitfire

### TIM HANDY RACING

Tim Handy of Goode, VA  
RHD MGB Roadster

### DB RACING

Ken Fahrback of Genesee, PA  
Austin-Healey Bugeye Sprite

### BLACK CLOUD RACING

Beau Gable of Chuluota, FL  
Austin-Healey Sprite

### STEVE HUSSEY RACING

Los Gatos, California  
Austin-Healey Sprite



### TEAM

#### SCUDERIA YESTERYEAR

Bill Maloney, Newport Beach, CA  
Austin-Healey 100-M

#### NEWBY RACING

Steven Newby of Surrey, B.C.  
Austin-Healey Sprite

#### EDGE RACING

John Reynolds of San Diego, CA  
1960 Austin-Healey 3000

#### LONESOME POLECAT RACING

John & Susan Roper of Covington, LA  
MGA, MG TF, & MGB

#### JOHN SHORT RACING

John Short of Trevas, PA 1953 MG TD

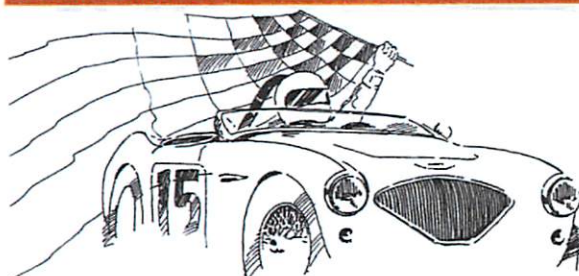
#### SPRANZA RACING

Andrew Spranza of Monterey, CA  
Andrew is building a heavily modified MGA Twin Cam for running in next year's Pan Americana Rallye.



Photos, from top to bottom: Beau Gabel in his modified Sprite; E-Ticket Triumphs congregate; Mike Killeen in his MGA roadster; Vasken Bedirian in his brightly colored Triumph Spitfire.

## COMPETITION PRODUCTS



### Moss Motorsports Official Team T-Shirts

High quality 100% cotton T-shirts with our colorful Moss Motorsports logo on the front.

Large	218-685	\$11.95
X-Large	218-695	11.95

### Triumph Heavy Duty Springs

These TriumphTune springs are stiffer rate than stock, to provide a firmer ride without sacrificing too much ride quality; suitable for road use or mild competition. Springs give stock ride height, while rear springs may lower post-'73 cars by an inch (use with aluminum packing piece 675-065).

Front H/D Spring Pair	670-138	77.50
Rear Spring Pair	670-148	77.50

### TR250-6 Competition Manifold Gaskets

These solid partical gaskets are thicker than stock and won't tear or blow out

under heat and stress. Suitable for street or race applications.

TR250-6 to '73 CC67893	695-050	\$12.95
TR6 from '74 CP75001 on	695-060	12.95

### Urethane Suspension Bushings

Factory type rubber spring bushings have always been notoriously short-lived. We have been working diligently to insure that all of our rubber products are of the very best quality possible, yet have come to the realization that perhaps urethane is simply a better material for suspension components on our sports cars. We offer a wide selection and plan to expand it in the future.



Urethane bushings are hard enough to eliminate 90% of unwanted suspension deflection, yet remain flexible enough to provide a comfortably firm and quiet ride. Urethane will outlast the very best quality rubber bushings by 2-3 times. Purists can sand the exposed edges to remove the high gloss shine.

MG TD-TF-MGA-MGB A-Arm bushing (8 req.)	280-485	\$2.25
MG TD-TF Rear Spring Bush (8 req.)	280-625	2.95
MG TC Front & Rear Spring Bush (12 req.)	280-625	2.95
MG TC Large Rear Spring Bush (4 req.)	280-615	4.75
TR2-6 Upper A-Arm Bush Kit (8 pieces)*	681-235	12.95
TR4A-6 Rear Shock Link Kit (4 pieces)	681-245	8.75
TR2-6 Front Shock Bush Kit (4 pieces)*	681-245	8.75
TR4A Trailing Arm Bush Kit (10 pieces)	681-255	32.00
TR6 Sway Bar Bush Kit (6 pieces)	681-265	10.50
TR4A-6 Lower A-Arm Kit (12 pieces)	681-275	20.00
TR7 Front Sway Bar Mount Kit, complete	071-425	16.50

\* May not work with Konil or Spax shocks.

### Semi-Metallic Brake Pads

Spitfire	Fits all MKIV & 1500.	
585-580	26.95	
MGB Repco MetalMaster		
182-225	35.95	

### MGB Mintex

#### Front Pads

Originally fitted to European spec V-8 MGB GTs, but will also fit all US spec cars, since the brake calipers are interchangeable.



182-235 \$69.25

#### Sprite-Midget

Fits all 1098 thru 1500 with disc brakes.

071-537 34.95

### Heavy Duty Clutch Components

These heavy duty clutch components will provide more positive clamping forces and longer life for use on the street or in competition. An increase in pedal pressure will be felt.

TR4A-6 Pressure Plate	591-040	129.50
TR4A-6 Disc	591-050	169.50
MGB H/D Pressure Plate		
	190-810	144.95
MGB H/D Disc	190-820	129.95



### Solid-State Electric Fuel Pump

This compact, solid-state electric fuel pump is ideal for use on racing cars or even street cars where something a bit more reliable than the average S.U. pump may be needed! Pump will either push or pull fuel at a rate of 2-3 lbs. pressure; ideal for use with S.U. and Zenith carburetors. Comes complete with mounting hardware and instructions.

377-420 64.50

# Austin-Healey Austin-Healey



## Conclave '93 - The Mother of All Healey Meets



If you thought the '92 meet at Breckenridge was a blast, you should have been in Louisville in late June! Headquartered at the Executive West Hotel, the 1993 meeting of the Austin-Healey Club of America was full of surprises, tops in organization, with a wonderful array of Healeys large and small.

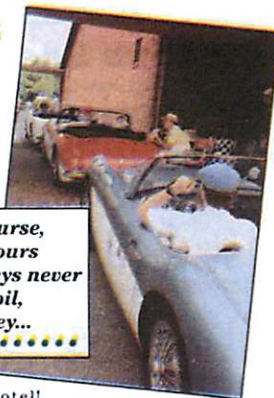
Arriving at the host hotel we were amazed to find that the Moss Motors sponsored Austin-Healey Concours, was taking place in the grand ballroom of the hotel, under the chandeliers! The magnificent carpets were still down and each Healey had its own little aluminum drip tray, to avoid any unfortunate acci-

dents. Of course Concours Austin-Healeys never leak oil, do they! The knowledgeable judges, each equipped with a powerful light, swarmed over the cars, adhering to the very strict guidelines laid down by the AHCA as to the standards expected for the Gold, Silver and Bronze awards to be claimed.

The traditional Rally took place next day, with a really good entry from people who love to drive their Healeys spiritedly, while evening entertainment for attendees, was provided via a cruise and dinner on the "Belle of Louisville" a stern wheel river vessel built and operated on the Ohio River.

Saturday saw the hugely popular car show and here again we were amazed to find that this was to be held entirely indoors at the Kentucky Exposition Center. We guessed the gigantic South Hall covered about four football fields, and was air-conditioned, providing a unique setting for the show under a myriad of lights reflected in the polished floor. The Mossmobile looked quite lost in this vast expanse of space at first, but as the hall filled with the sight and thunderous sound of the Healeys coming through the door, the spectacle was superb! The award winning Concours Healeys had their own wing and this display reminded us very much of what a Healey dealer's showroom might have looked like when the cars were new! Meanwhile out in the parking lot drivers lined up to compete in funkhanas events, and solo slaloms.

Numerous technical sessions were also held and it was a great pleasure to meet again with Roger Menadue, Donald Healey's partner for so many years. Octogenarian Roger showed he'd lost none of his touch by sorting out a naughty radiator on Dick Lunney's Sprite in the parking lot of the Executive West



Of course, Concours Healeys never leak oil, do they...  
.....

Hotel! Conclave '93 concluded on a high note with a magnificent awards banquet, and Moss as a major sponsor highly commend the Bluegrass Region of the AHCA for a great event, well organized, and enjoyed by all who attended. We look forward to Conclave '94 in Atlanta, although I doubt we'll enjoy again the air-conditioned luxury we had on the banks of the Ohio! However we feel sure the Healey spirit will be as strong as ever.



### Austin-Healey & Triumph TR2-3 Steering Wheel Control Head Assemblies

The combination turn signal and horn push assemblies were amongst the most complicated components Lucas produced during the 1950s. When production ceased in the early 1970s, these assemblies became extremely scarce, occasionally trading hands for serious money. We are delighted with this range of Taiwan-made reproduction assemblies which are both affordable and are virtually indistinguishable from the originals. These are an excellent example of product which could never be reintroduced without our extensive and talented resources in the far east.

Austin-Healey 6 cyl. Adjustable	853-810	\$249.95
TR2-3 Adjustable	667-530	149.95
TR2-3 Non-Adjustable	667-480	149.95

### Austin-Healey Clubs

The National Club addresses for Austin-Healey 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!

**Austin-Healey Club of America**  
603 E. Euclid  
Arlington Heights, IL 60004

**Austin-Healey Pacific Club**  
P.O. Box 6197  
San Jose, CA 95150

**Austin-Healey Sports and Touring Club**  
21 N. Rockburn Street  
York, PA 17402



## News from the Field

Ron Phillips, Healey Association of So. California

### Dear Santa...

Santa Baby, this is what I would like to have for the Holidays! It's only a short list so I'm sure you won't have a tough time filling it completely. And I've been oh so good this past year (Yeah, sure!) Oh, did I mention all of these parts are for my Austin-Healey? Now can I have:

- New Distributor Rotor
- Spray Can of Silicone Lubricant
- Set of Whitworth Wrenches
- Fuel Filter
- Oil Pressure Gauge Flex Line

I'll bet you're thinking this is a strange assortment of goodies. Well, you're right. Each item has a small story attached courtesy of the West Coast Healey Meet this last August at Skamania Lodge near Stevenson, Washington. Yes, each item was involved in an "on-road" failure. And since each of the cars had to "P.O.R." (press on regardless), I thought I would share with you the circumstances and the fixes involved with each so you would know why I really need my list of "presents".

First the set of Whitworth Wrenches. Repeat after me. I will never drive my '100' (four cylinder car) without them. For when the carburetor float valve sticks open and no amount of pounding on the float lid will unstick it, you will have to lift the lid, switch on the pump,

and flood the valve when it is wide open to clear the obstruction. Well, in this case, it wasn't an obstruction. It seems that the Grose Jet valve was coming unscrewed! Yes, it took two "on-road" tests, with disassembly and re-assembly each time to figure this one out. The lesson here is make sure the fuel valve (either needle and seat type or Grose Jet type) is tight in the float lid. But a fuel filter in the circuit never hurts just in case the fuel tank and lines really do have debris in them.

Then, just down the road, a late model BJS failed suddenly and would not restart. The owner said it just quit. Well, it did have fuel. And the ignition seemed to be working. Substitution of coil, distributor cap and wires, and condenser did not solve the problem. Increasing the point gap and cleaning the points didn't solve the problem either. What had we not changed? I began telling a story about another day some 10 years ago in Dana Point with another BJS where we had even changed distributors and re-timed the engine to no avail. At that point we reviewed what we had changed and what we hadn't. You guessed it. The rotor! And there was no evidence why it had failed in both cases!

However, upon closer examination, it was found that the rotor was carbon tracked from the metal tang that distributes the spark through the plastic to the distributor mount and thus the ignition spark found a more favorable path to ground then through a spark plug. How

could this have happened? My guess is that the distributor wires weren't conducting adequately causing the spark to find a better path to ground. The problem with the Dana Point car was that the piece of spring steel used to hold the rotor firmly on the distributor shaft had worked its way through the plastic to contact the metal tang that distributes the spark. The lesson here? Keep those ignition systems up to snuff! And carry a spare rotor!

Where did all this happen? Coming back from the Maryhill museum some 60 miles away from the Skamania lodge. A guy by the name of Samuel Hill built it for his wife Mary who refused to live in it as it was 100 miles from Portland and in the middle of nowhere. Still is! Now you know where the expression "where in the Sam Hill is this place?" True story.

Now, about that oil pressure gauge flex line. Boy, are these notorious for leaking at the wrong time. And, they are almost impossible to get to without getting under the car. So, to prevent laying down an oil slick to rival the Exxon Valdez spill, make sure an old line is replaced with a new one before you drive a 1000 miles to the meet. And, the best way I know to make sure that the engine block end of the flex line mates properly to the adaptor fitting on the block is to mate these two off the car. This way you can be sure that they are square to each other and tight in order to form a good seal. Then re-attach the adaptor cum flex line to the block from under the car. And finally attach the other end of the flex line to the oil pressure gauge metal line that runs between the flex line and the gauge. Slick, huh?

Finally, Santa, I want a can of Silicone

Spray. Yes I know it can be used for a lot of things. But, when my brake booster locks up, heating up my brake calipers so hot that the powder coating blisters, then it's time for some "dry film lubricant". And that's what it is for. The usual reason for a brake booster to lock on the brakes is because the diaphragm piston and its leather seal are sticking inside the bell on the booster. This may be due to incorrect centering of the diaphragm or lack of lubrication. If centering isn't the problem, then it's probably lubrication.

Originally, these bells were coated with a dry film lubricant during manufacture. After a rebuild or two, the original boosters loose this lubricant and eventually fail as described. When it happens, you can disconnect the vacuum line to the booster and plug the inlet manifold connection (so the car will run). This will prevent the booster from locking up and allow you to drive the car. But the pedal effort to stop will go up greatly, it won't be impossible to stop, it will just take a lot more leg strength to make it happen.

There are reasons for this that I won't bore you with, Santa. During the next rebuild, the silicone spray should be liberally applied inside the bell. Yes, any such treatment will work with a product designed to be a "dry film lubricant" that won't go away in 10 miles. Unfortunately the booster rebuild kit instructions do not mention the need to do this. It's important!

Well, that's it for this year Santa. Can't wait to get those gifts. I wonder what I'll be asking for next year?

Till next year,

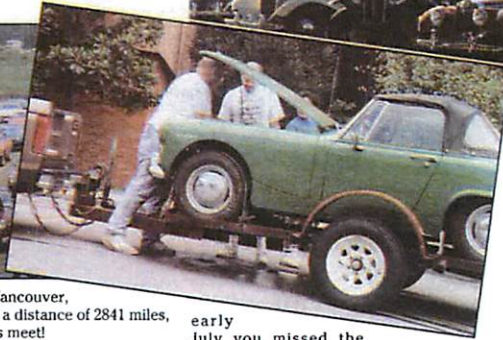
Ron Phillips

# THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

## The Club Scene

Ken Smith, Club & Events Coordinator



Photos, left to right: MGs on parade at the MG Museum, VT; Chatter editor Dick Lunney tends his overheated Sprite; C47 overshadows T-types at the Yankee Air Force Museum.

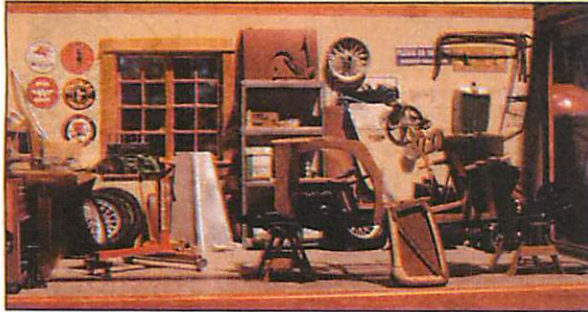
Well, we managed to pilot the "Mossmobile", through the flooded plain and safely back to sunny California, and how nice it is to be back home, to get out, and drive an English convertible once again. We covered over ten thousand miles attending many of the superb British car events across the country and while some are mentioned elsewhere in this issue we thought that we should let those of you who didn't go to these meetings know just what you missed!

First to the Gateway City, where the North American MGB Register held its 2nd annual convention, the St. Louis MG Club hosting over 400 MGBs and other fine Abingdon examples. Because you didn't perhaps bother to attend, you missed a fine picnic bar-b-que, tours of the famous brewery: (what do you mean which one?) and a tremendous car show at Creve Couer Park. All this plus the hospitality for which St. Louis is famous, and if you had gone and been successful in the Concours, you would have been delighted to receive your trophy already engraved with your name at the awards banquet, the same evening! By the way if you thought it was too far to travel to St. Louis then salute Doug Gale, who

traveled from Vancouver, B.C. in his MGB, a distance of 2841 miles, to be part of this meet!

How about a dinner banquet and dance, with people dressed in period costume beneath the wings of a B17 Flying Fortress WWII bomber?...and what if over 60 T-Type MG's were arrayed in front of this magnificent aeroplane? If you didn't attend the G.O.F. Central at Ann Arbor, to visit the Yankee Air Force Museum, this was one of the sights you missed. You also missed seeing a wonderful two hundred car show, with no less than three MG SA's, and a couple of J2s but the star had to be the 1931 C-Type of Mac Reynolds complete with supercharger which made its debut at this event. You also missed seeing a truly wonderful work of art created by Peter Zorn from Coral Gables, Florida, who in miniature presented a diorama of an MG TC undergoing restoration in a home workshop. The accompanying photograph will show you some of Peter's skill, which took 1800 hours to complete the tiny S.U carburetors seen on the bench alone had over 60 individual pieces in their make up!

If you weren't in Columbus Ohio in



The 1:24 scale TC model diorama by Peter Zorn of Coral Gables, FL.



early July you missed the great "British are Coming Rally", a TSD event, sponsored by Moss and run in and out of some really tremendous thunderstorms, several of which had also accompanied us to Dublin, Ohio for the Jaguar Concours the previous day! This meeting which featured some magnificent examples of the marque, including a superb XKSS, and a National Championship winning E-Type broke up in what can only be described as chaos as a mini tornado hit the grounds just as judging was completed! Fortunately no one was injured, and all the cars were undamaged, but the Mossmobile was really rocking in the tremendous wind, and things got quite scary for a while!

On to beautiful New England for the American MGB Association annual convention held in jointly with the British Motorcar Fraternity, at the Westminster MG Museum. Some fine examples of the MG marque showed from our East Coast enthusiasts, and with tours arranged around the countryside and to the home of Hemmings Motor News, there was plenty for all to see and do this weekend

MGC enthusiasts gathered in the Blue Ridge Mountains of Virginia for their annual convention, a fairly low key affair, but then again the big "sixes" are not as prolific in numbers as their MGB kin. Highlight here was a great lunch at the Buckhorn Inn in the George Washington National forest following a high altitude adventure along the famed Skyline Drive.

Finally, and we make no apologies for chastising you again if you missed the 17th Annual Summer MG Party at Grand Rapids, Michigan! Over 600 MGs made the trek to Douglas Walker park for the car show, which featured the owners of MGs who'd owned them since new! Certainly another great event held in brilliant weather and with an

### Seen and heard at the "Mossmobile".....

◆ I'm sure you've seen the commercial on TV where a young lady taking part in a beauty contest, is asked what she would do to save the planet and her reply is "What Planet"? Must have been the same young person (or a near relative) who walking away from the Moss Motorhome at an event asked her companion "Exactly what kind of Moss do those people sell?"

◆ Younger lady still (about six years old) walked up and asked Barb for a Moss catalog. "What kind of car does your daddy have?" she was asked, and her reply was quite simple...."Red!"

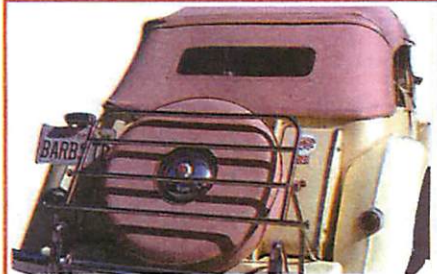
◆ Leaving Michigan we were passed early one Sunday morning by a young man, possibly a student headed for college, in a Golf (Rabbit?) loaded down with gear, traveling at a high rate of speed. Sure enough, about ten miles down the Interstate he was over on the side with the flashing lights for company! Some fifty miles further on in Indiana this budding Nigel Mansell passed us again and again about ten minutes after, he was on the shoulder discussing a future court appearance with the Indiana Police!! Believe it or not but lightning struck a third time in Illinois....I guess

### MGB Budget Carpet Sets

When we introduced this range of carpets last spring, we encountered considerable supply problems, perhaps partly due to the fact that we drove a hard bargain in negotiating the highest possible quality for the least amount of money. Somewhere along the line, our new vendor realized he couldn't make any money and let us down rather badly. But, as luck would have it, we found an excellent and reliable vendor in England who has been supplying us carpet, without any difficulties, for the past few months. Budget Carpet sets are an excellent value and a quality product. Made from very dense synthetic short pile carpet, these sets are complete, including underside and firewall areas, padding and sturdy heel mats. The major difference between this range of carpets and our premium black carpet is in the transmission carpet, which is moulded on the O.E. type sets, but cut from flat stock in these budget kits. Perhaps a little more time consuming to install correctly, but the end result is excellent.

**Great Buy!**

1962-'67 Budget Carpet Set, black	242-765	\$149.95
1968-'80 Budget Carpet Set, black	244-315	149.95
1967-75 GT Supplement Set, black	242-735	84.50



### TD-TF Amco Luggage Racks

We still have good stocks of these genuine Amco "Made in Hollywood" fold-down luggage racks for which we had many requests when they were totally obsolete a few years ago. We invested thousands into another production run, but support for this project has been disappointing. It's unlikely that we will ever be able to produce more, so when these are gone, that is all she wrote!

TD Amco Luggage Rack	243-700	\$319.95
TF Amco Luggage Rack	243-800	319.95

# 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. Send your entries, attention: *Moss Motoring Events Calendar*, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes January 15, 1994. 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.)

## What's Left in 1993...

Nov 5-7 Mini GOF, Rancho Santa Fe, CA Jo Lynn Campbell 619-425-0600

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

## Around the Corner in 1994

April 30th Britfest '94, Moss Motors East Coast Facility, Dover, NJ 201-361-9358

May 6th British Car Gathering, Townsend, TN 615-984-8711

June 17-20th Triumph Register of America National Convention, Lakeview Resort, Morgantown, WV 412-262-3878

June 23-26th, North American MGB Register National Convention, Washington, DC 301-428-0264

June 22-26th GOF Mk 58, Syracuse, NY Write: Drawer 220, Oneonta, NY

July 6-9th GOF Central, Eureka Springs, Arkansas

July 14-18th GOF West, Calgary, Alberta, Canada

August 3-7th Vintage Triumph Register Convention, Asheville, NC



August 9-14th Austin-Healey West Coast Meet, Ventura, CA 818-998-6932

August 18-21st University Motors Summer Party, Grand Rapids, MI 616-245-2141

Sept 8-11th GOF Mk 59, Trumbull CT Write: Drawer 220, Oneonta, NY 13920

Sept 29-Oct 2 Triumphest '94, San Diego, CA Mel Hilderbrandt 619-484-1634

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

## Event Review

### 1993 Vintage Triumph Register National

Marty Lodawer

Yes, 1993 marked the first time that the Vintage Triumph Register held its annual National Convention on the west coast and the majestic scenery of the Great Northwest was the setting for this year's VTR National, taking place over five days from August 4-8 in Everett, Washington, just north of Seattle. The TYEE Triumph Club of Washington hosted the event in superb fashion, and was assisted by neighboring TR clubs. The Portland Triumph Owner's Association in Oregon, the British Columbia Triumph Registry based in Vancouver, B.C., Canada, and the Idaho Triumph Owners and Drivers (TOAD), graciously welcomed Triumph enthusiasts from all over the USA, Canada, and overseas

to enjoy a wonderful gathering celebrating the joys of driving these cars. Approximately 225 TRs were present, with a diverse selection of models. As would be expected, TR2-8 models enjoyed a majority, but these were also excellent showing of Spitfire and GT6 cars, three each of the Stag and Vitesse, a brace of 2000 saloons and a rare Mayflower.

The schedule of events was filled with activities to please every conceivable taste. There was an Autocross, a proper Time/Distance/Speed Rallye, a less formal "Fun Rallye", Funkhana, sight-seeing and touring, as well as craft displays.

After being staged for a

panoramic Concours event group photo, the gleaming machines were ushered by model to their judging areas where the monumental task of choosing three winners out of a sea of exquisite cars in each class got under way.

A very special treat for the entrants was the presence of Sir Ken Richardson, who was hired by Standard-Triumph in 1952 to help their engineers develop the fledgling 20TS prototype into the



"Fun Rallyists" stop at Whidbey Island checkpoint - just one event at VTR, Seattle, Wa.

TR2 that launched Triumph's legendary sports car heritage, and who was the Convention's Guest of Honor. Ken has attended VTR Nationals regularly over the past five years and loves nothing more than to spend time with car owners, answering questions and regaling them with stories of life at the factory. He takes tremendous pride in the enthusiasm for these cars so evident at these gatherings.

As the Triumph revelers packed their cars on Sunday for the journey home, they bid fond farewells to old and new friends, and relished the enthusiasm and camaraderie that had been so evident at this year's event.

## Costello MGB V8 Roadster - Now in the US

We promised you in our last issue some details and a brief road test of a remarkable MGB. Many of you will recall that the first person to install the old ex-Buick V8 in an MGB GT was a chap by the name of Ken Costello, who undertook this operation way back in 1969. British Leyland, then introduced their own version of the V8, of which 2591 were built between 1973-1976, the story of which we profiled in the last issue of *Moss Motoring*.

Now, the Costello V8 makes a welcome return, and moreover it's built right here in the good ol' USA in St. Louis in fact! However it's a totally different animal from the Costello we drove back in 1972, and comes about because of the desire of an Englishman, resident in the Gateway City, to possess the ultimate MGB V8 Roadster.

Robin Weatherall set out to build such a dream MGB Roadster, and to this end traveled back and forth to England in his quest for parts, trim, and a V8 conversion necessary to pass US emission regulations. After meeting Ken Costello and seeing some of his latest fuel injected conversions, Robin decided that this was the way to go and during the building of this unique MGB Ken advised Robin on a continuous basis, visiting St. Louis on numerous occasions.

The result? Well visualize a Heritage MGB body shell, then add a 3.9 liter Rover V8 engine (as used in the Vitesse in the U.K.), fully balanced and ported with Costello's patented fuel injection system. Toss in a 3.07:1 crown wheel and pinion, with a Quaife limited slip differential. Use a Moss coil-over suspension kit and four pot caliper brakes on the front end to stop the beast! Install a Moss Spax kit on the rear with rose-jointed anti-tramp bars, and add a handling kit and anti-wind up spring plates.

To get the juice up the front, fit a

swirl pot in the fuel tank, and add a Porsche 922 constant velocity fuel pump. Then fit the car with K + N 15" X 6" center lock Minilites, and equip them with Pirelli 195 X 6R low profile boots, to get the power down on the road. Silence(?) this quick mover with a stainless steel exhaust and custom headers.

Interior fittings are sheer luxury-as they should be in this type of sports car-the dashboard and console are full Burr walnut, and you sit on full tan Italian leather seats with matching door and kick panels! The custom made top and tonneau are in Mohair, cabriolet style, and with the headlining and padding edged in BRG, while your feet rest on full pile Axminster carpet edged in BRG leather. So what will it do this beautifully painted, Racing Green machine, now that you are sat behind the wheel, listening to the CD player?

### The Road Test

DATELINE AUGUST 1993... ON THE BACK ROADS OF MICHIGAN.....

Fasten the belt-turn the key and that familiar V8 burble assails your left eardrum, snick the Costello five speed gearbox into first-can't find it?-well the gearbox on our test was a little vague but this is being rectified. Find a nice empty stretch of winding road, tickle the loud pedal, and move up through the gears. Do this quickly and you should achieve zero to 60MPH in 4.6 seconds-or move on to the 'ton' in 7.1secs! The car tops out at roughly 145 miles per hour, but we felt there might be a little bit more if you really wanted to live on the edge! This MGB V8 felt nice and taut, and the steering was not too heavy once the car was underway, the whole car exhibited the usual characteristics of the MGB but the improved suspension is very obvious while I felt no axle tramp even under heavy power applications. There

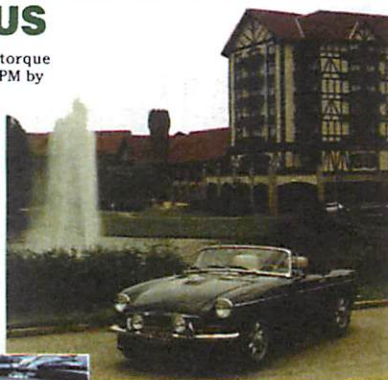
was evidence of bags of torque and from an idle at 1,000 RPM by the time the legal limit in most States was reached, the motor was barely turning over at under 2000 RPM. (at 50 MPH the tach showed a measly 1500RPM

Now, the Costello V8 makes a welcome return... built right here in the good ol' USA...



no doubt contributing to the claimed gas consumption of 28MPG in fifth gear.) Our time with this Costello V8 was all too short, and we were most reluctant to return it to Robin, however having owned a factory V8 at one time, it brought back many memories of having lots and lots of horses under one's right foot and outpacing almost everything else on the interstate!

This conversion took six months of hard work to bring to fruition and the whole project was based on a 1966 MGB roadster. Now I hear you already-How much? How much?! Well the cost excluding Robin's labor was estimated around \$25,000 and the car is currently insured



for 40 big ones! Many fine specialists in their own fields contributed to this marvelous MGB, and Robin pays particular credit to John Mangles, Jack Jenkins, Joe Marino and Charlie Key, all of St. Louis. Of course maybe the biggest contributor was Ken Costello himself and one of the biggest expenses in connection with this car was the telephone bill run up between St. Louis, MO and Kent in England, as Robin and Ken together gave birth to the first legal Costello conversion undertaken in the USA!

The success of this MGB V8 and subsequent inquiries has been instrumental in leading to the formation of the MG Center incorporating Costello Engineering based in St. Louis, 314-567-5911. We really wish to thank Robin for trusting your Editor with the car for a time, and feel certain that in the future we will see several of these fine high speed MGB sports automobiles, on the road in the USA, bearing the MG badge, long before Rover Cars ever get near to producing another MG for the American motorist!

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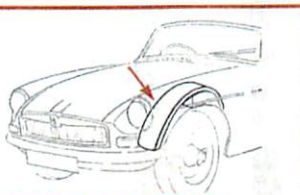
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### MGB Plastic Front Fender Liners

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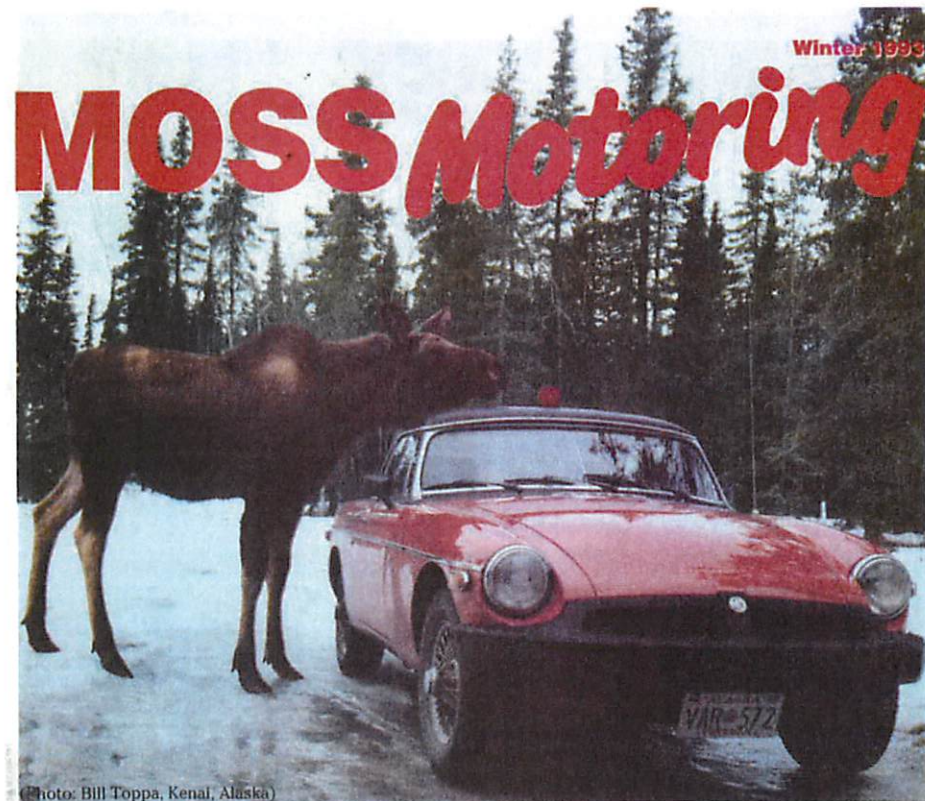


Photo: Bill Toppa, Kenai, Alaska

Winter 1993

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