

MOSS MOTORING

Serving British Sports Car Enthusiasts Since 1948 • Our 11th Year of Publication • Fall 1994 • \$1.50

Scene and...

CONTINENTAL MGB REBUILD

British Motor Heritage ventured outside the UK. For the first time to undertake a rebuild using a Heritage bodyshell when they took their show to Essen, Germany.

The car rebuilt was an MGB which belonged to Jack Bellinger who retired from Heritage in 1993 after six years in charge of the bodyshell plant at Faringdon which manufactures MGB, Midget and TR6 bodies. Over 90,000 European visitors attended the show and the organizers instigated a new prize for the Heritage stand in recognition of the interest it created.

David Bishop, the BMH Director commented, "Germany is the third largest market for British classic cars so we were keen to demonstrate the size and quality of Heritage and its Specialists over there. We consider the show to have been a great success and there is no doubt that we will be returning to the Essen Show, which now has a substantial British content, with one in eight companies being from the UK and over half the cars on display or for sale being classic British cars."

(Moss Motors are founding members of the British Motor Heritage Specialist's organization.)

...Heard

AUSTRALIAN ADVENTURE

We have received news of what promises to be a super event for MG fans. "MG's Down Under 1995" in Perth, is scheduled for April 14th-18th 1995 and will be an official celebration for the fiftieth anniversary of the venerable MG TC. The meet will be based in the beautiful port city of Fremantle, the center for the 1987 America's Cup, and the car show will include no less than 26 classes for all MGs. We have a limited number of Registration forms available at the editorial offices, or you may write to: "MG's Down Under" P.O. Box 72 Osborne Park, Western Australia 6017.

ANOTHER MOTORING GREAT PASSES

As we were going to press we were saddened to learn of the passing of John Thornley - former General Manager of the MG Car Co. and one of the founding members of the MG Car Club. Known throughout the world as "Mr. MG" John's contribution to MG history in particular and the automobile industry in general will be fully acknowledged in our Winter issue. In the meantime we extend our sympathy to his son Peter and other family members.

THE FINAL FLING?

We would like to remind you that there are still a couple of opportunities to enjoy our hospitality at our famous Marquee days this Fall. On September 17th we will be holding our "FALL CLASSIC" at beautiful Goleta by the beach in California! This event is for all British cars but will highlight the Triumph marque. More details from the Moss Crew on 1-800-MOSS-USA.

October 15th sees the annual MG MARQUE DAY, at our Dover New Jersey facility, hosted by the Eastern New York MGA Club, and further details on plans for this great day can be obtained by contacting Tony Pfister at (210)365-0363.

Lots of activities, prizes, bargains and good fun, at both locations, will be sure to set your spirits up in case next winter is like last year! Come on down!!

Older Vehicles Still Under Threat From Pollution Legislation

We make no apology for returning to the subject of proposed Federal and State legislation which could affect your car, in fact the whole British sports car hobby!

Let's just consider a few recent pointers and what they might mean to you down the road, (if you've anything left to drive down the road!) The latest idea from (where else?) California, would require every vehicle to display a "smog index" along with EPA mileage figures on window stickers of both new and used cars sold in the state.

Under the proposal the smog index would be used to determine an "annual pollution offset fee" to be paid by the owner of the vehicle. The proposal presented to State Senator Robert Presley would be based on various factors, but George Kostyko of "Autoweek" magazine states that a higher pollution index vehicle such as a 1966 Cadillac with a pollution index of 12.94 would be assessed a fee of nearly \$400.00 per year. Conversely the owner of a 1994 Ford Tempo, with an index of 0.87 would only be charged \$26.10!

Presley is a major supporter of clean air legislation and his participation puts considerable clout behind the concept. The legislation, known as SB 1070, has already drawn support from both auto makers and environmentalists. However cars prior to 1965 which are already exempted from California's smog check program would be relatively unaffected, but cars after 1966 would gradually be forced off the road as their owners paid higher and higher fees.

Supposedly revenue generated by the legislation would go into a fund to assist California residents with lower incomes to buy newer, less polluting cars! Election year in California would preclude any new taxes in the short term but Presley's bill could become law sometime around 1995-1996.

And it doesn't stop there! We recently received from Howard Wiles, President of the Red River Triumph Club down in Texas, a copy of his detailed reply to the proposed State Implementation Plan for the control of pollution in that great State. In the first instance Howard requested an extension to file his reply to the proposal, but this was denied on the grounds that "nothing should delay adoption of the plan!"

Howard then went on to state, "Our members as a general" rule do not drive their classic British sports car as their sole mode of transportation, and it is common for them to engage often in total rebuild that takes several years to complete. Anything that prevents them from this pursuit will have a devastating effect on the hobby. The number of vehicles we are discussing is very small, but the number of salvage yards that are crushing our cars is increasing at an alarming rate!

The classic cars we possess no longer have a dealer network or parent company to support the cars that were once so popular. To own one of these classic vehicles puts one in the difficult position of having few resources in repair and refurbishment. We do have at least three national parts specialists who manufacture and provide a supply of product

for the older British classic car, but often parts are not available until another parts car surfaces or another source can be found. Anything that will take these cars out of circulation permanently will have a devastating effect on the hobby in general!

We are not afraid of, nor are we against the emissions standards and tests outlined, although it may not be the best use of public funds to ensure that technicians are educated on the intricacies of the SU and Stromberg constant depression, side draft carburetors that were used exclusively on these cars. Are you really going to train personnel at a reference station to be knowledgeable on SU and Strombergs?"

Get the drift? We thank Howard for allowing us to quote briefly, from his nine page, point-by-point reply to the 64 pages of the State Implementation Plan, for the control of vehicle air pollution!

So what can YOU do about impending legislation that could take YOUR British sports car off the road for ever? Well, we urge you, either alone or through your local club, to contact one of the associations that are fighting back. The Council of Vehicle Associations, a not-for-profit organization is devoted to protecting the interests of individuals, companies and organizations involved in the collectible vehicle industry. COVA states that we are all

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Our New DIRECT-TO-SALES Order Line 1-800-MOSS-USA

In today's fast paced world nothing less than immediate access will do. With this thought in mind, we've added a new phone number. Dial 1-800-MOSS-USA and go directly to a sales representative, no operators, and no automated phone answering system. We understand the frustration of wading through an automated phone system when you already know what you want, so we've added this special ORDERS ONLY phone line. For questions regarding previously placed orders and backorders, please call our customer service line at 1-800-235-6953.

And to keep the ball rolling, here are a few tips on how to help our staff serve you quickly and efficiently. Take time to prepare your order before calling. If you've ever been stuck on hold waiting for assistance, just think how much sooner you would have been served if the "other guy" had all the necessary information ready when the call was placed. Before making your call, write down a few important pieces of information. We need to know your car type, its chassis or identification number, your customer number and the part numbers and quantities needed. If you're ordering by charge card, have the card out of your wallet and ready to read.

One way to organize yourself is to use one of our mail or fax order forms. By writing out your order in advance on one of our order forms, you'll have answers to all the questions we're going to ask before we ask them. Remember, if we're really busy, the time you spend thumbing through your catalog while on the phone may mean time spent on hold for some one else.

NEW MOSSMOBILE OUT ON THE ROAD!



"Flying the flag" - Moss style!

Many of you will already have had the chance to see and visit the new Moss Motors RV which has been attending the shows this Summer. For the benefit of those who haven't yet had the opportunity to see our new wonder machine, the photograph will give you some idea of the graphics which the "Mossmobile" carries. It certainly leaves no one in any doubt about the business Moss Motors is in, and their commitment to the British Sports car movement! Some of the more colorful moments on our journeys have been received over

the CB radio from the truckers who we've met along the way. They all display a good knowledge and a great deal of interest in the cars we cherish and love. Thanks to all who waved and honked at us as we traveled the great American road. Thanks also to all of you who visited the Moss Road Show and complimented us on our display-we really appreciate your comments!

Look for the "MossMobile" in your neck of the woods this Fall, on the west coast at Portland, San Francisco, San Diego, Los Angeles, and other fine British car meets!

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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 newspaper production office at the address below (right down the road from Moss Motors):

Editor: Moss Motoring
400 Rutherford Street
Goleta, CA 93117

We can accept contributions, type-written, laser-printed, or 3 1/2" disc only; 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:

\$125.00 Gift Certificates

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

\$75.00 Gift Certificates

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

\$35.00 Gift Certificates

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

Our Catalogs!



We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the

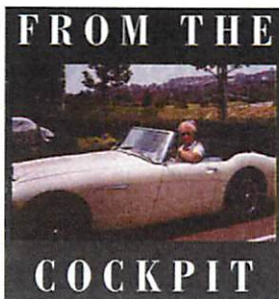
parts you need easy. Helpful tech-tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from January 17, 1994 till further notice.)

Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000 and Jaguar XK120-150.

Keep costs down, ask your sales advisor if you have the current edition of our catalog.


My quarterly homily to you this time will, of necessity, be shorter than usual, (who said "Good?!"). The main reason is that we are out and about at your meetings and events with the Moss Road Show and the "Mossmobile". What with driving out to Washington D.C., then down to Atlanta, over to Arkansas and up to Grand Rapids, then out to the West Coast among many other places, time available to philosophize in this column has been at a premium.

However, we have noticed several things this Summer which impressed us a great deal. For instance, the standard of the cars shown at events is just tremendous-the attention to detail and the enormous amount of preparation is evident. Our congratulations go to all those hard working show competitors who provide us with so much pleasure. I well remember the standard of concours in the USA some 15 years ago, and compared to the European scene then-it was frankly, pathetic. Now however, what a difference! The British sports cars now prepared for show in the United States compare well with-and could probably beat-their counterparts anywhere in the World!



Another aspect which has struck me is the tremendous amount of enthusiasm shown at any meeting we've attended this year. My old teacher was prone to say, "Enthusiasm is knowledge on fire"! He was quite right, and the endless search for knowledge about your cars and how they run, where they were built and how they came about, has been one of the highlights of our time on the road this summer. This can only be for the good as YOU are really the custodians of cars which have long since ceased to be manufactured, and yet were such an important part of the history of the automobile.

Finally, I want to thank all you who made us so welcome on our visits. We realize that each one of you individually is the reason we are in business, and we value your custom and support very highly. We intend to ensure that whatever your British sports car, we will be here to serve you, and your needs, for a long time to come. The warmth with which you've greeted us on our travels makes all the hard work well worthwhile, and we thank you most sincerely for your friendship.

See you on the road.....
- Ken Smith 

Dear Editor...

Dear Moss,

I wanted to write and tell you how much I enjoy your fine publication. The articles, format, layout and quality of the photographs are excellent. "Moss Motoring" and your catalogs provide a wealth of information, (and entertainment) for we British Car enthusiasts. I keep looking for a 1967 MGB GT and although it's a little hard from out here, I follow up on leads during vacations back home.

Enclosed is five dollars to help with postage and again many thanks.

David L. Hagen

Dhahran, Saudi Arabia

(Thanks David-we really appreciate your comments and you really shouldn't have sent the five bucks. We can still afford to get your favorite paper to you anywhere in the world! What say we donate it to charity-how about the March of Dimes? Ed)

Dear Moss,

We bought our 1977 MGB in the late Summer of 1993. After a winter of hard work, and boxes of parts from Moss Motors my wife and I were about to realize a long held goal: cruising Washington's San Juan Islands, camping and backpacking along the way.

As we drove down the long, leaf-canopied driveway to what is known as "British Camp" on San Juan Island, the little roadster seemed to be at home and run a little bit better!

Thanks Moss Motors for helping our dream come true.

John & Sandi O'Donnell

Bothell, WA.

Dear Moss Crew,

Thanks for sending your newsletters, many of our one hundred members know you very well and are on your customer list.

Please continue to keep us on your club listing so that we can keep in touch.

"Happy M.Ging"

Victoria MG Club

Victoria, B.C. Canada

Dear Moss,

This photograph of an XK120 might look a little strange. Actually it is my entry in my son's Boy Scout pinewood derby contest!

There was an adult division and I was successful as the most realistic model. However, I have to tell you that the dimensions were taken from the card cutout model of the XK120 which appeared in "Moss Motoring". With a pinewood derby car there were no restrictions on size or weight which suited the XK120 perfectly. I have to admit it was a choice between the Jaguar and the big Healey, but the Jag was more recognizable by the other parents of the boy scouts.

Dan Stewart

Maitland, FL.



Dear Moss,

Enclosed is a photograph of my son Matthew (age 14) and HIS 1975 MGB! Matthew is restoring his MGB with a little help from his father, and the friendly people at Moss Motors.

He can only drive on the dry lake bed at the moment, but will be on the road in about 8 months with his driver's permit.

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Robert Goldman New Head of Marketing

Moss Motors' success can be traced to its experienced management, and a commitment to customer service shared by all employees. A large percentage of our management team is comprised of employees who have worked their way up through the company. Knowing what it's like to work in the warehouse helps our managers keep perspective on the complex task of buying parts from around the globe, inventorying them and sending orders out quickly and efficiently.

Following in the Moss tradition of promoting from within, Robert Goldman has been assigned the responsibilities of corporate marketing manager. Robert started with the company in 1978 as a part time warehouse employee. He worked weekends and summers until going full time at our upholstery manufacturing division in 1981. Later, he helped establish, and managed our New Jersey warehouse until 1985. After doing a stint as Moss Motoring editor, Robert left in 1988 to pursue other interests.

By early 1993, however, his British car collection had grown to unmanageable proportions. "I couldn't spend money fast enough. I needed warehouse access to find more things to buy." Fortunately for Robert, we had need of someone to coordinate our then-new accessory program. His background in British cars, and knowledge of the graphics industry were well suited to the task.

As marketing manager, he has much to accomplish. We currently publish 10 different parts catalogs, plus our British Car Accessory Catalog, Moss Motoring and a plethora of related marketing materials. We asked Robert for an insight into his goals for the future. "I intend to grasp chaos from the jaws of order!" We thanked Robert for his comments, offered him the phone number of a reliable local psychologist and let him get back to work.



OOPS...Sorry Dept!

Dear Moss,

I would like to take issue with a point in the article on TR6 front end repair by Peter Arakelian in the Summer issue of "Moss Motoring". Peter reminded us to grease the trunnions, but all the factory manuals clearly indicate that GEAR OIL is required, not grease.

Two decades of working on Triumph cars has convinced me that the factory was correct-regular doses of gear oil to the trunnions provide very smooth lubrication and eliminate any chance of seizure.

- James Freyler, Sunrise, FL

To which Peter replies: "After checking we find that Mr. Freyler is correct and we had been following old information by using grease. We really don't think that grease will cause problems however, after all, those of us at Moss have been riding on grease for years, but we must acknowledge that the manuals do specify gear oil for the trunnions"

AT FULL CHAT

by HARRY NEWTON

MG Again at the Mille Miglia



Home thoughts from abroad in a letter to the Moss Chairman

Dear Howard, I guess that five trips to Italy in as many years to cover the Mille Miglia retrospective qualifies YT as a "junkie". I admit having become an addict. Our report to you on last year's trip touched on a number of British marques that we came across in our travels through Italy. This year our focus was solely on MG, well almost exclusively, anyway. I hope that I can, to some extent, convey to your readers some of the excitement these cars generated among the hundreds of thousands of spectators who saw them as they helped to turn back the calendar more than a half century.

Your aging correspondent,
- Harry Newton!

One of the brightest jewels in the heritage of the MG marque is Tazio Nuvolari's incredible 1933 Tourist Trophy victory in a K3 Magnette over the favored Alfa Romeo's. Earlier that same year, Captain George Eyston teamed with Italy's Count "Johnny" Lurani to win the 1100cc class in the tortuous Mille Miglia... with the same car! Actually, there was a three car K3 team in the MG Mille Miglia team that year, all piloted by a Who's Who of British motor-sports. But, you already knew about that (MOSS MOTORING, SPRING 1993).

This past May, a fleet of K3s and other Abingdon models from collections around the world arrived in Brescia early in the month to reenact MG's role in this historic race. From Australia the team of Berryman and Valmorbidia entered the ex-Birkin/Rubin K3, a car that did not finish the 1933 Mille Miglia, but which had better luck down under, with a second place in the 1934 Australian Grand Prix, and which won

the 1936 Australian Tourist Trophy. This MG was classified 214th in the 1994 retrospective 1,000 mile rally from Brescia to Rome and return.

Now 214th place may not sound like much, even in an event that saw more than 320 starters, but those who have been fortunate enough to take part in a Mille Miglia re-enactment would happily settle for 320th position, just to have been there. The Mille Miglia races could only have happened in Italy, a

It was largely their efforts that produced the assortment of Memorabilia, including octagon shaped sun glasses, that was seen in Brescia to commemorate the K3's return

country that treats automobiles as a mobile form of art. Among the hundreds of thousands of spectators who each year pack the ancient city piazzas and who cheer from carefully chosen vantages in the mountain passes there are some who can recall seeing many of these same highly tuned racers more than half a century earlier. It could be described as the ultimate national déjà vu.

Sporting #94 in the 1994 Mille Miglia was another famous K3, originally owned and raced by Prince Bira of



Photos by David Gouley

Siam. After competing in England during 1935, it too went to Australia in the Mid-1930s, and had an active competition life, winning the hill-climb championship as recently as 1949. This racer finished the 1994 Mille Miglia in 246th position with Bradey and Howell up.

Closely related to the K3 Magnettes was the MG L Magna, an example of which series was entered this year by Mullins and Leigh from England. This black beauty, running as #101, was a crowd pleaser throughout the 1,000 mile run, finishing respectfully in 91st place.

A veteran of the 1934 British Empire Trophy races and of the 1935 Mille Miglia, this year is #109 was an American entry, driven by Butler and Jones, two of the most enthusiastic MG fans we have met. It was largely their efforts that produced the assortment of Memorabilia, including octagon shaped sun glasses, that was seen in Brescia to commemorate the K3's return to this prestigious event. They finished in 202nd place this year.

From Spain, the team of Gregory and Lindgren brought the K3 prototype, which ran this year as #117. They finished in 242nd place.

Again, no trophies are needed to recall a weekend that will remain in one's memory for a lifetime. At Ferrara, Ravenna and Ancona and again at Firenze, Bologna and

Modena, the crowds seemed as numerous and as enthusiastic as those that cheered the Lurani/Eyston, Birkin/Rubin and Howe/Hamilton MGs in 1933. The high speed curves and first gear switchbacks in the mountain passes demand just as much finesse in 1994 as they did in 1933. And the synergy between car and driver is just as strong today as one concentrates on the issue at hand while listening to the rise and fall of the exhaust note; enjoying the moment, but on guard for any discordant sound that might signal an impending mechanical problem.

We met the MG team members in

the Hotel Royal bar as they finalized the group's strategy and logistics. A more dedicated bunch would be hard to find, as evidenced by the kit they had assembled for this memorable event. Even in the hotel parking lot, the MG's appearance captured the essence of competition in the 1930s; when drivers like Nuvolari, Eyston, Birkin and Lord Howe, as well as Count Lurani and Prince Bira, demonstrated their ability and daring at the wheel of Spartan vehicles over open roads in contests that required skill and stamina, and which created international heroes overnight.

Nowhere is the MG story better told than at the Nuvolari Museum at Mantova, and that was our destination for the day following this year's Mille Miglia. Here, the saga is told of the 1933 Tourist Trophy, in which history's best ever driver took the Eyston/Lurani Mile



Miglia class winner to an overall victory in a contest that wasn't decided until the final lap. Tazio Nuvolari drove for Alfa Romeo, Maserati and Auto Union, as well as Bugatti, and Ferrari, and even for marques like Chiribiri and Bianchi that few people now even remember. But, it was the drive he gave that 1,100cc MG that is best noted in the archives at Mantova.

Pollution Legislation

Continued from front cover

facing the demise of our hobby, (or in some cases livelihood) unless we can gain the ear of those who write legislation, and we will only gain the attention with a coordinated National effort supported by all those who stand to lose the use of their collectible vehicles.

COVA has issued an Automotive Hobby Survey which all individuals, clubs and companies are asked to complete to enable them to present YOUR point of view to the bureaucrats. You can obtain a sample of the survey form by writing to COVA at 10400 Roberts Road, Palos Hills, IL 60465, or call them on (800) CARS-166 for further information.

Remember this is YOUR Triumph!, YOUR MG!, YOUR Austin Healey!, that we are talking about here, and should you think this problem is exclusive to the United States we advise you that similar legislation is already being proposed in Europe. In fact the French recently announced that if you crush your older car, and then produce the crushing certificate to the authorities, you will receive a voucher worth around \$700 to be applied to the purchase of a NEW vehicle! We urge you to please support the "save the old classic" movement in any way that you feel able!

- K.S.

MGA Battery Link Cable

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Great reproduction of the original Lucas "helmet head" double-ended cable which connects the two batteries.

332-035 \$24.50



MGB Battery Link Cable

Super reproduction of the original Lucas "helmet head" double-ended battery link cable used on all MGBs from 1962 through 1974 1/2.

These heavy cables even include the outer armored steel conduit as original.

332-130 \$24.50

MGB Rocker Switch Bezels

If your switches are falling out of the dash, it's because the one-way plastic retaining clips in the bezels have long since broken. Our black plastic bezel fits 1968 - '71 MGB rocker switches on the radio console (4 req'd. per car). The chrome-colored plastic bezel fits 1972 - '76 MGB rocker switches: heater, lighting, hazard, map light, & GT heated rear window.

Black Bezel
142-120 \$4.95
Chrome Bezel
141-265 \$6.95



MOSS



GEOFFREY CARROLL HEALEY

Automobile Engineer, born Perranporth Cornwall 1922, chief engineering director Donald Healey Motor Company 1955-1974, sadly, passed away April 29th 1994.

Geoffrey Healey- An Appreciation

by Jonathan Wood

Despite the Austin-Healey surviving for a mere 18 years between 1952 and 1970, today it is remembered both with affection and respect as one of Britain's most successful post-war sports cars.

Although it is forever identified with the colorful extrovert figure of Donald Healey, an immeasurable contribution to the success of the 100, 3000 and above all the cheeky low cost Sprite, came from the quiet mustachioed figure of his eldest son, Geoffrey who was responsible for their engineering and design.

After attending Warwick School, Geoffrey Healey received his technical education at Coventry Technical College. He left in 1939 to join the Corncroft Engineering Company as an apprentice, a task which he completed in 1943. In the following year he joined REME (The Royal Electrical & Mechanical Engineers) and left the service in 1947 with the rank of captain.

His father had, in the meantime, established the Donald Healey Motor Company in Warwick, but before Geoffrey joined him there, Donald believed that his son should gain motor industry experience with another car maker. The younger Healey therefore went to Armstrong Siddeley as a development engineer where he worked under W.O. Bentley and Donald Bastow on a stillborn 3-litre model. This is was not until 1949 that he joined his father full-time in what was to become the family business. His brother Brian, later ran the company's sales side.

Geoffrey soon proved his worth in taking over responsibility for the construction of the Nash Healey and seeing, in 1950, the model into production. But these Warwick-built mostly Riley-engined, Healeys proved to be heavy, expensive products and Donald Healey recognized that he would have to produce a smaller, cheaper, lighter car if he were to remain solvent. He and Geoffrey therefore laid out the specifications of the Austin-engined Healey 100 sports car, which appeared at the 1952 Earl's Court motor show.

Overnight it became the newly formed British Motor Corporation's sports car and as the Austin Healey was aimed at the burgeoning American mar-

ket. Geoffrey Healey with a deep rooted love of motor sport, took over responsibility for the tracing and record-breaking side of the Warwick business and in 1955 was appointed engineering director. It was in this capacity that he had overall responsibility for the Sprite of 1958 which was created in the utilitarian spirit of the prewar Austin Seven Nippy. Soon to be universally known, in Mark I form as the Frogeye, or Bugeye, on account of its distinctive protruding headlamps, it proved to be a great sales success for BMC and eventually some 130,000 were built.

Alas, the following decade saw BMC tumble into deficit and it became a subservient partner in the British Leyland Motor Corporation, created in 1968. Its chairman, Lord Stokes decided to discontinue royalty payments to consultants. The Healeys had their contract terminated in 1969 and the last Austin-Healey was built the following year. The MG Midget version of the Sprite held on until 1979.

Geoffrey and his father were the first to recognize that the demise of the 3000 would produce a vacuum in America and the car created to fill it was the Jensen-Healey of 1972. They had joined the board of Jensen Motors and Healey senior became chairman. Sadly there were two many fingers in the corporate pie and the Lotus-engined car suffered from poor build quality, and lacked the persona that the 3000 had possessed in abundance. While the Healeys carried some responsibility for the car's shortcomings they found their opinions disregarded and the world depression, following the 1973 world oil price rise, provided the knock-out blow which culminated in Jensen's 1976 bankruptcy.

It was at this time that Geoffrey Healey turned to authorship and his book "AUSTIN HEALEY," the first of three related titles, was published in 1977. Providing a first hand account of the 3000's creation, it became required reading for a generation of classic car enthusiasts, who nostalgically recalled the great days of the Big Healeys.

In 1979 Geoff renewed his contacts with what had become BL Cars and joined the business as a development engineer, a position he held until his retirement in 1987. He continued his work with Healey Automotive Consultants in Barford, Warwick, where he delighted in his involvement in an updated version of the Frogeye Sprite which impressed him sufficiently for it to carry the Healey name.

(Jonathan Wood is a noted automobile journalist and author, having written more than twenty books on classic sports cars.)

MOSS

A DIFFERENT KIND OF HEALEY.

The car shown here is not all it seems! Bob Matcheski of Alpha Omega Restorations in Connecticut, tells us that when it was delivered to them, it had been sitting for some 17 years, was completely rusted and had obviously been in more than one front end "shunt"!

Work started, and four years later the result was the Healey fully restored but with a 5 liter EFI Mustang engine 4 speed. AOD transmission and a narrowed limited slip differential.

Many of the pieces on the car were hand made and all four fenders were hand formed in steel. The dashboard, rear bumper, front fender vents and all mounts and brackets were also handcrafted.

The owner of the car is Tom Burck of Jupiter, Florida.



A HEALEY MEMORY FROM WAY BACK!

An old friend of ours, in Canada, recently sent us a batch of club magazines from the late 50's. Among them was a copy of "Just Driftin'" and a rather obscure fact emerged while reading this fascinating document.

It concerned Harold Hunter who was a founder member of the Grand Valley Car Club and its first president. He was also well known for his exploits in the sports car racing field.

He first started racing on motor cycles and won the Canadian lightweight championship, the same year he submitted a set of specifications to the Ariel Motor Cycle Company in England and the company subsequently brought out a machine named after him-The Ariel Red Hunter!

The purchase in 1954 of one of the first Austin-Healey 100's to arrive in Canada started him off on yet another creative journey and the result was the Hunter-Healey conversion of the 100, a twin overhead camshaft powerhouse, which won him many laurels.

Perhaps the best known of his successes was the 1957 Indian Summer Trophy races at Harewood. The Healey swept the field to complete the 105 miles in just 88 minutes! Two weeks before that, at Watkins Glen, N.Y., the car was fourth overall when it ran into trouble and eventually had to retire with a broken piston caused by a stone entering the carburetor. Before that the Healey had been clocked at 155 m.p.h along the straight!

Harold sold four of his converted engines and eventually received recognition from the parent company, the Austin Motor Company in England. A converted engine was shipped to England in the spring of 1956, by air.

And although Harold had been helped by officials of the Canadian Austin subsidiary he received no acknowledgement from Austin.

He never did-but it was rather surprising that when the MGA Twin Cam was launched it was almost an exact copy of Harold's Healey conversion!

In 1956 Harold accompanied the BMC North American team to Sebring where he helped prepare the Austin Healey team for the race. The following year, he helped Jim Ferguson of Toronto, a long time friend, prepare a team of MGA's for the Sebring race. The team picked up first place for the second year in a row.

There our part of the tale ends rather abruptly but, we wonder if there is someone among our readers who remembers Harold and could maybe fill in the rest of the story?

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 & Touring Club
21 N. Rockburn Street
York, PA 17402

Sprite Club of America
1421 Chocolate Ave.
Hershey, PA 17033

Healey Happenings

THE DONALD M.HEALEY MEMORIAL FUND.

In 1991 the Austin-Healey Club of America established the Donald M.Healey Memorial Committee to raise funds for projects honoring his name. Through the support of Chapter and Area Clubs nearly \$20,000 has been raised.

The Committee's initial plans were to provide for the ongoing maintenance and upkeep of the Donald M.Healey Memorial Garden and Walk in Perranporth, Cornwall, England. Expanded support has allowed the committee to fund the design, manufacture and installation of stained glass windows in St. Michael's Church in Perranporth. St Michael's stands adjacent to the DMH Garden and Walk and the windows will serve as a tribute to one of Perranporth's most honored citizens.

The DMH Memorial Fund Committee is asking for individual contributions to continue its work in honoring DMH in other meaningful ways. Present plans include a scholarship fund for deserving youngsters from the Perranporth area.

To express your appreciation for what DMH did for the Healey enthusiast, please consider a donation of \$25 or more and you will receive a handsome engraved brass dash plaque especially created in honor of Donald M.Healey. Please send contributions to:

Beverly Sealand, Treasurer DMH Memorial Fund, 653 Churchill Drive, Newington CT 06111. Make checks payable to "DMH Memorial Fund".

Austin-Healey 3000 Brake Pad Set

This brake pad set fits all 3000 models through car #26704.
517-007 \$29.75

MOSS



Knockoff Wrenches

These cleverly designed wrenches allow removal and tightening of knockoffs without a hammer, and without risk of damaging your expensive wire wheels with an errant hammer blow.

(Sorry, these do not fit Jaguar knockoffs.)

Wrench for "eared" knockoffs

386-125 \$35.95

Wrench for octagonal "safety" knockoffs

386-120 \$32.95



MOSS



FACTORY HARDTOPS FOR THE BIG HEALEYS

by Ron Phillips

At various times during the manufacture of the cars called Austin-Healey, both big and little ones, the factory made available removable fiberglass hardtops for most models. There probably aren't rarer original options available today that can dramatically change the looks of your favorite model the way one of these hardtops can. What was a roadster or sport convertible before attaching a hardtop becomes a real Grand Tourismo after. Having seen pictures in books of various hardtops, you may be interested in how you can identify an original one that was supplied by the factory from an aftermarket manufacturer's one. Further, before you fork over many hundreds of dollars for an original, you probably would like some reasonable assurance that it will fit your car. And, maybe a note or two about what a hardtop can do to your car may change your mind on this subject. Well, you've come to the right place. I'm going to discuss the three types of original tops, how to identify them, and share some of the problems fitting them with you. Let's start at the beginning.

No factory hardtop was ever offered for the four cylinder big Healeys. I would guess that the folding windscreen layout may have had something to do with the decision. Or perhaps there just was no demand at the time for such, or the factory was just too busy meeting the basic demand for the cars. In any case, there are a few examples of aftermarket hardtops, so if anyone tries to tell you it's a factory original, just smile!

After the introduction of the six-cylinder big Healeys in 1956, a factory hardtop was advertised as available. The copy of the factory literature, publication number 1561, that I have has a hand written name and date on the top of it of September 12, 1959. (I was fifteen years old on that day!) This would have been about the time the 3000 models were introduced and well after the cessation of production in March, 1959 of the 100-Six models. As it turns out, these hardtops fit all of the 100-Six and 3000 model roadsters through the end of the Mark II, tri-carb, production. However, there is a catch. While the literature piece doesn't say so, there were two models of this hardtop. One to fit four seat cars and one to fit two seat cars. What were the differences? Read on.

The four seat roadster hardtop sits on the rear shroud's aluminum trim. Thus, it doesn't touch or mar any of the paint work. That is not the case with the two seat roadster hardtops. They were designed to "float" above the paint work by being held off it by four dense



foam rubber blocks which deteriorate with time. These blocks make contact with the car at the pillar post and again slightly aft, with all four pieces riding on the edge of the rear shroud's aluminum trim piece. Then the lower edge of the top continues out over the paint work on the rear shroud where a two piece rubber seal just sits on top of the paint. Why the different mounting techniques?

While the two different tops look almost identical and have very similar fittings, the fiberglass shell and rear deck sealing mechanisms and hardware are different. The two-seater top must "nestle" into the curve of the rear shroud's fender line to form a good weather seal. The four seater top is much straighter in this area because it seals around the aluminum trim strip attached to the edge of the rear shroud. Remember, the rear of a four seater has

technique I've see that works great is to lay down a piece of tape in a matching color (black on black works best) on the rear shroud where the edge of the top rests. So all the abrading and chaffing takes place on the tape, not on the paint. Then the tape can be replaced every so often without having to re-paint the car to keep the rear shroud looking "fresh" when the hardtop does come off.



What are the differences between these two tops? For starters, the aluminum trim around the rear bottom of the fiberglass shell is different as are the sealing rubbers. Also the plates through which the rear clamps secure the top to the shroud are different. On the four-seater tops, these plates are much shorter than those on the two seater tops. The two-seater top plates must extend from the edge of the hardtop, out over the rear shroud, and then

"I'm going to discuss the three types of original tops, how to identify them, and share some of the problems fitting them with you."

those "occasional seats" taking up the space where you find aluminum shroud and a spare tire on a two seater!

Well, this "floating" type mount on the two seater hardtops causes a lot of abrasion of the paint and aluminum on the rear shroud that is simply not possible to stop if the car is driven at all. Maybe that's why you never see one on really concourse two seat cars? One

finally, extending far enough, allow the hold down clamps (called hooks) to secure the top to the rear shroud. These two-seater style plates measure approximately 3 1/4" in length. The four seater plates are less than 2" in length. Also, the hooks are different to suit the two different models. The remainder of the clamping hardware, both front and rear, is the same. The rear quarter headliner

fillers are slightly different to fill in the area to match the contour of the appropriate vehicle. The large metal headliner frames, however, are all the same. And, as I've said, the fiberglass shell itself, is slightly different in the rear of the top to mate properly with the appropriate car's body. Finally, if this isn't enough, the backlight (read windshield here in the states) is different. Why? You guessed it!

The two-seater backlight must extend down into the shroud and fender curve contour to fill the opening. So, yes, the backlight glazing rubber does need to be just a bit longer on the bottom for the two seater tops.

OK. Is that enough differences to convince you to shop those swap meets and ads carefully before you buy a hardtop for your six cylinder roadster? And remember, spare parts are virtually non-existent for these tops. Anything missing would have to be made by hand. And then you would need a pattern. One more bit of advice. These tops are now on the order of 30 years old or older and if the fiberglass is cracked or deteriorated, major reconstructive surgery may be necessary. So beware of basket case tops if you're on a budget!

I said I would discuss three models of tops. So far we've only talked about two. The third type of factory hardtop is the very rare one that could be fitted to the sport convertibles. This top has been commonly called the "BJ8 top" yet it fits all BJ7's quite nicely. That's the good news. According to Geoff Healey, whose recent passing we in the Healey world all mourn, is quoted as saying he believed that fewer than 200 of these tops were ever made. There simply was no demand for them because the BJ7/BJ8 convertible tops were so good at sealing and were very easy to put up and down. Well, that wasn't the only reason. In order to fit the hardtop, you must remove the soft top and its mechanism completely from the car. Then the hardtop rigidly affixes to the soft top mounts. There goes your convertible! And after all, isn't that why you bought an Austin-Healey in the first place? For these reasons, this is the rarest of options for the Austin-Healeys. Prices of two grand and up have been turned down for a clean example of this top. Seriously!

The roadster tops all had two aluminum stiffening bars in the backlight. The BJ8 top does not. So the BJ8 top looks, and is, much more fragile and has a much more "bubble" type look. Cracked fiberglass seems to be the rule on the BJ8 tops as they tend to flex a lot more than the roadster tops. One very distinguishing feature of the BJ8 top is its small, beautifully colored, cloisonne emblem affixed externally to both sides of the top in the rear quarter area. This emblem has the brass Austin-Healey wings with the red Austin-Healey script surmounting a shield with the British Union Jack in dark blue, brass, and red in the top field of the shield and the words, in brass, saying "Donald Healey Motor Co Ltd Warwick England" in the light blue lower field of the shield. Yes, there is no space between Co and Ltd! All of these BJ8 tops were commissioned by the company and then offered as options for the cars. The example I have came from a garage wall in England near Cheltenham via a very devious and circuitous route I only discuss after several pints of the best English ale.

Well, as rare as these BJ8 tops are, you can imagine that demand for them in recent years has been very keen. So keen in fact that approximately 100 more were made in recent years that, at first glance, cannot be distinguished from the originals. If you could park an original and a replica side by side, however, you would notice very slight detail differences in the aluminum trim pieces

Continued on page 10

Austin-Healey Hardtop Seal Sets

Those of you lucky enough to have found an original hardtop for your Austin-Healey probably were dismayed to find its seals and other rubber parts either missing or deteriorated. Moss is proud to offer rubber seal sets for your rare and valuable accessory.

Our seal sets include glazing rubbers, seals, packing strips, buffers, and pads to keep wind, rain, and rattles out. (We regret that the cantrail seals are still unavailable.)



Comprehensive illustrated instructions are included to assist you in figuring out where all of these seemingly unfamiliar pieces of rubber fit.

BN4 - BT7 Seal Set 021-890 \$148.50
BN6 - BN7 Seal Set 021-885 \$129.95





Classic-fied Ads

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 September 30, 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 you specify current issue only. Please include your name, address, state the car is located in, and phone number. Send payment with ad to: Moss Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1962 MGA MKII Roadster: Full ground-up restoration. Engine balanced; bore .030 over. BRG with Moss gray leather interior and black carpet. Wires with Avon radials. Equipped with Weber carb and Mallory distributor. Low miles since completion. Show winner. Photos available. \$17,500. Jim Flankey, 407-886-3347, P.O. Box 437, Clarcona, FL 32710.

1950 Riley 2 1/2 Litre Saloon: Full ground-up restoration to 1953 mechanical specifications. Full tan leather interior. Autumn red and beige. Have original running gear and many extras. Many "Best of Show" awards. Refer to Riley Fax Vol. 12 #2 (1984) and Vol. 3/4 (1986). Photos available \$17,500. Jim Flankey, 407-886-3347, P.O. Box 437, Clarcona, FL 32710.

1952 MG Midget Roadster: New cream color paint and chrome. All new tires - needs upholstery plus small misc. restoration. Price \$7,000. Call Al in Glendale, CA at 818-243-8540.

MGTF: Restored. \$16,995. Call 408-258-2236 or 408-270-5147.

1959 MGA: Rebuilt engine has less than 200 miles. New brakes and master cylinder. Rebuilt carbs. Some spare parts. Good body-needs paint. Stored in garage for over 10 years. \$8,000. Bob Kane, Fullerton, CA (714) 528-7486-Evenings.

1971 MGB Roadster: One owner, teal blue with autumn leaf interior, original hardtop, new soft top with zippered rear window, tonneau cover, two extra wheels, new brakes. Maintenance records available. 105k miles. Starts easily and runs well. \$1,500, (negotiable). State College, PA. (814) 234-4285.

1953 MG-TD: Red with black interior. All original and runs good. \$11,000. Jack Headley, Roseville, CA. (916) 783-4080.

1969 MGB: Burnt orange. Mint condition. New engine and carburetor. Wire wheels. New top and interior. Best offer. (201) 783-1043.

1980 MGB: Absolutely 100% factory mint original condition. White with black interior, wire wheels and over-drive. One owner with only 1020 miles. Car has been in dry covered Texas storage since 1980. This is an opportunity to get an MGB that is NEW and PERFECT in every way. Asking \$13,000. Call (713) 928-4817 days or (713) 438-9151 evenings.

1962 - '67 MGB Steering Column Cowl

This 2-piece molded plastic cowl comes with screws for quick and easy installation.



233-205
\$28.90

MG VIEW POINT

ERECTING THE MGA HOOD

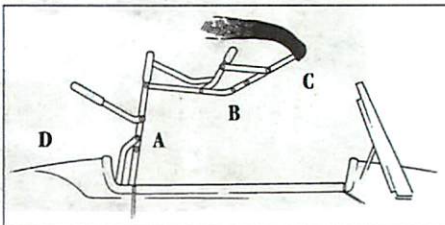
A Lighthearted Treatise!

One of the most daunting tasks a new MGA owner can face is the yearly ritual of erecting the hood, or, as we say on this side of the Atlantic, "putting up the top". Many misconceptions have arisen about this operation, and one automotive magazine even went so far as to describe a new sports car as having "the worst top we've seen since the last time we drove an MGA!" Statements like this can mislead the new owner into thinking the MGA hood is difficult to erect. Actually, the MGA has a well designed hood which can easily be erected in a single weekend. Like most automotive projects, experience makes the job easier and some MGA clubs stage annual "erect the hood" events where members help each other with this task. Prizes are offered for side events such as hurling the sidescreens or the most creative oaths. Although the assistance of fellow enthusiasts makes the job go easier, and a circus wagon full of acrobats and strong men makes it a snap, the job can be done by one person, even a novice, if the following procedure is followed.

The first step is to get a beer and read the section of the workshop manual on erecting the hood. This will provide no useful information whatsoever, but British manuals are always entertaining and you can spend hours afterwards speculating about which part of your car is the "backlight", the "tonneau", etc. (My favorite section of the MGA manual is the description of the "anti-dazzle device", but that has nothing to do with erecting the hood.) The real benefit of this step is that the beer will help dull the pain of the pinched fingers and scraped knuckles that follow. Teetotallers can achieve a similar numbness by breathing into a paper bag until woozy.

The next step is to locate the hood. This is not as easy as it sounds, as the MGA hood is well concealed when it's stowed. (I've met a few owners who didn't even realize their car had a hood.) Remove the tonneau cover, tilt the seats forward, and peer into the dark recess behind the seats. If your car is in "pristine" condition, there will be a leatherette valence with pockets for the sidescreens behind the seats. In rare instances, there may even be sidescreens in these pockets,

although sidescreens are more commonly found rattling about in the boot, where they can get scratched more efficiently, or languishing in a dark corner of the garage, where they're safe from the rain.



If your car has the valence, unfasten the "life-the-dot" fasteners along the sides of the valence and fold the valence over the top of the metal tonneau. (That's the body panel just behind the seats.) There is an old established ritual among MGA owners which requires the valence be left loose until the third time it falls in your face while you're wrestling with the hood, then it is secured with a heavy object and a few curses. Owners with no

sense of tradition may prefer to put a weight on it immediately and skip the curses.

With the sidescreens and the valence out of the way, the hood is plainly visible to anyone who bends double behind the seats with an electric torch. There it is, lurking just above the battery compartment. (The location of the batteries is something else a new owner doesn't know about, and doesn't want to believe when you show him.) Grasp the hood firmly in the middle and pull it forward until it clears the tonneau. If it binds, jiggle it gently. When that fails, shake it the way a terrier shakes a rat. The MGA hood bows are of a unique, "double jointed" design as shown in the diagram. This allows the bows to fold double upon themselves, so the hood can drop down and swing under the tonneau for storage. Theoretically, it also allows the hood to swing back out and snap into an upright position.

After swinging the hood clear of the tonneau, raise it to its full upright position and press joint "A" toward the rear of the car until it locks. This can be done while standing on either the driver's or the passenger's side. In either case, there is an identical joint on the opposite side which also needs to be locked into place. Walk to the other side of the car and lock that side. This will generally dislodge the side you started on, so walk back to that side and re-lock the upright. Naturally this will dislodge the other side. Even

Continued on page 12

Dear Diary...

A CAUTIONARY TALE FROM THE HOME FRONT!

Last week, while rummaging around the basement, I found what appeared to be a diary. Thinking it was my sister's, I opened it, hoping to find a nice tidbit of information to throw in her face the next time she told that embarrassing story about my first girlfriend. However the diary was my wife's. I didn't mean to look, (Honest diary!), but this entry caught my eye....

Dear Diary,

My husband Dan had to take his car into the shop today. Something about a gizmo called a kingpin. It sounded expensive! (It was!)

He treats that car like a child! It backfired the other day and he pulled over and started patting it on the back! This isn't the first time, either. Let me give you the last year in review:

October 1 through April 1: (Fools day... how appropriate!) Car in storage. While it is hibernating, he reads it a story and tucks it into bed every night.

April 1 through April 15: Prepare car for Spring Rally. He washes and waxes it, cleans the interior, and tunes it up. Unfortunately, it rained that day and we had to take MY car!

April 16 through May 5: Car in repair shop for some obscure ailment. I wonder if this is covered on our Blue Cross? The mechanic said it would only take a week, so he uses my car while I take the bus into work.

May 5 through June 17: His car sits in the garage because it has rained every weekend for over a month. He refuses to take his car into work. On the bright side, I am learning to understand how the public transit system works.

June 18 through July 31: He has moved his car three times so far, once getting as far as the sidewalk before it stalls out. Meanwhile, he has bought a car to drive because he says that my car isn't holding up as it should because I don't really drive it all that much.

August 1: It lives! We go out to the park for a picnic and the car behaves beautifully! However, I get sunburned to a crisp because he refuses to park it under a tree for fear of birds.

August 2 through August 28: After spending three weekends washing, waxing, buffing, and painting in preparation for a show, the fuel pump conks out halfway out of the drive way. He gets mad, spansks the car and sends it to bed without its supper.

August 29 through September 15: Hell hath no fury like a car spanked! I'm thinking this car should be named "Christine". In two weeks the top has torn, the headlights have burned out, the muffler has fallen off, and the windshield cracked... all without the car leaving the garage! Dan calls the cars bluff. He puts a for sale sign in the window.

September 16 through September 23: It worked! The car has behaved itself quite nicely. Dan has driven it all week with no problems...we even drove it to a show. I'm starting to like it again.

September 23 through September 30: Dan is getting the car ready for hibernation. After one year of being an MG widow, I now know why the wives show up at club meetings, and why the meetings are always held in bars!

-Dan Zebarah

1962 - '67 MGB Instrument Cowling

This is an excellent reproduction of the injection-molded cowling which surrounds the tachometer & speedometer, supplied with mounting screws. What a great way to finish off your restoration! (Also fits RHD UK-spec. cars through 1976.)



233-790 \$19.95





TWENTY FIVE YEARS OF THE TR6

A Nostalgic Profile

Dateline: January 1969-Richard Nixon was sworn in as President and NASA chose Neil Armstrong and Buzz Aldrin to make the first landing on the moon. In the UK, Ford unveiled its new sports saloon the Capri, and the QE2 luxury ocean liner was stuck in harbor because of trouble with her turbines! Yassir Arafat was appointed chairman of the PLO a quarter of a century ago.

However it was also in January of 1969 (well, to be specific the first car was produced on September 19, 1968), that the powerful Triumph TR6 was introduced, and today the car commands a strong following among Triumph enthusiasts in the United States despite production having ceased in July of 1976. A spirit of individuality gave these cars the style and performance to make it big-especially in America.

The TR6 was wrapped up in an attractive and impressive re-style of the venerable TR4. However, the TR4's body stylist, Michellotti, was unable to take on the job so the redesign was undertaken this time by Germany's Karmann. The re-style managed to give a whole new look to the car while retaining much of the inner panelwork. The TR6 featured more angular and aggressive lines, and the longer flatter tail incorporated a somewhat larger trunk, even if it was a bit more awkward to get to now.

Affordable performance is what the TR6 is all about. To be precise, the ability to reach 60mph in just over eight seconds in the non-U.S.A. 150bhp versions, and maybe half a second or so more in the later 125bhp versions. The fact that carburetor versions for the U.S.A. would require almost three seconds longer to reach this mark didn't seem to dampen enthusiast's spirit.

The 2494cc six-cylinder engine allows all versions to comfortably cruise at 70 mph. The engine's plentiful torque also makes around town and traffic driving a docile and pleasant experience. The big six engine was conventional enough with its overhead valve design. The cylinder block and head being of cast iron with cam journals running straight in the block, was a source of perpetual wear and trouble for restorers. Conventional rear wheel drive was through one of the most pleasant, four-speed, all-synchro manual gearboxes to be found anywhere. The optional "A-Type" Laycock de Normanville overdrive, which operated on 2nd, 3rd and top gears through 1972, was replaced in 1973 by a J-Type unit which functioned only on top gear. Final drive was Hypoid type with articulated rear drive shafts.

Up front, the suspension was by upper and lower wishbones with coil springs, while at the rear the suspension



Wind in your hair in a TR6...what more could you want?

was independent with coil springs and semi-trailing arms. Wonderfully reassuring disc front brakes were complemented by rear drums and were servo assisted. The steering was by rack and pinion and benefited from the addition of a front anti-roll bar. Wheels widths grew in width to 5 inches and then later to 5-1/2 inches to provide a more sure-footed ride than its senior relative, the TR250.

Sales were especially brisk in the export markets. In fact, out of a total production of 94,619 TR6s, only 8370 were sold in Britain.

However, by 1972 Triumph designers were feeling the design a bit long in the tooth and so, for the 1973 model year, some major changes were called for. These included a new aerodynamic front spoiler, blacked out windscreen surround and wiper arms, interior trim revisions, a smaller diameter steering wheel, new instruments, and brightly colored Union Jack transfers for the rear fenders.

Few changes were to come after that aside from an increasing proportion of safety and pollution equipment. Obtrusive looking rubber overriders were fitted to front and rear bumpers in 1975.

The last TR6 was built in July of 1976 and is currently owned by Bob Tullius Racing. However cars remained on dealer lots well into the 1977 model

year, thus making it quite feasible to own a new 1977 TR6!

The handling and roadholding are very good, and not at the expense of comfort either. The IRS system (derived from the TR4A) helps to ensure respectable

behaviour even on the roughest of roads. A well furnished interior doesn't hurt things either! There's even a genuine wood dash fascia to make your trips more enjoyable. In proper running condition, a TR6 should return about 25-28mpg on the highway, even when driven briskly!

BUYING A TR6-a few pointers.

We get quite a few inquiries from readers who ask us about the pitfalls of buying a British sports car, and the TR6 is no exception!

The chassis frames can suffer from rust and/or damage, so examine the frame looking for evidence of twisting and corrosion. The front suspension mounting bracketry frequently suffers from curb-side parking damage and is particularly susceptible to cracking and breaks. Fortunately, repair pieces are readily available and easily welded in place. Mounting brackets and bolts holding in the differential are another "Achilles Heel" and should be inspected very carefully for cracks. Chassis sections around the trailing arms are worthy of a

close examination for rust. Repair sections are available to repair even the most badly rusted frames.

Turning to the bodywork, ensure that the hood is correctly aligned with the surrounding inner front fenders and front valence. Similarly, check the trunk lid for even gaps and rust on the trailing edge. Bad alignment due to accident damage could mean the chassis frame is also twisted. The strong sill assemblies are prone to rust and their condition can seriously compromise the integrity of the body structure. Also, be forewarned of a car that has had cover sills fitted in the past-these could be disguising, rather than curing, rust damage. Other areas to disappear through tinworm can be the extremities of the inner and outer front fenders, front wheel arch splash guards, the rear faces of the B-posts behind the doors, and headlamp buckets. Fortunately, virtually every single body panel is available, most from original tooling.

The TR6s engine is normally a long lasting unit, however oil pressure much lower than 50psi at idle on a warm engine may indicate that an overhaul will be needed soon. Rocker gear is prone to rapid wear from a poor original lubrication system. Repairs in this area can be costly to fix since rocker arms are not the bushed type and must be replaced once wear is present. Tuftrid rocker shafts, (Moss 839-130), and an external oil-feed line, (Moss 821-360), will help to avoid these problems in the future.

Driving the car should be part of any pre-purchase inspection. Listen for "clonks" at the rear when the clutch is suddenly engaged. This could indicate worn universal joints (they're present in abundance on IRS Triumphs!) or, worse, broken differential mounts. Necessary repairs in this area will require removal of the differential and likely the exhaust system, as well. Gearboxes should be checked for weak synchromes on second gear, and listen for noisy (read worn!) bearings. Otherwise the normal running gear checks apply but it is important that the lower trunnions and upper ball joints have been lubricated regularly. Finally ensure the suspension bushes appear to be in good condition.

Continued on page 8

TR4 - 4A Rear View Mirror

Improve your rearward vision with this very nice reproduction of the plastic backed wind-shield-mounted rear view mirror fitted to most TR4s and TR4As.

801-070 \$18.95

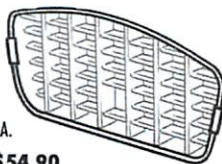


TR3 Grille Finisher

These chromed grille finishers were used on all small-mouth TR3s, but haven't been available since the cars were new until now.

We offer excellent reproductions made in the U.S.A.

Upper Finisher	870-055	\$54.90
Lower Finisher	870-065	\$54.90
Joint Finisher (2 req'd.)	870-035	\$13.95
Stud Plate (9 req'd.)	870-085	\$7.75



Triumph Clubs

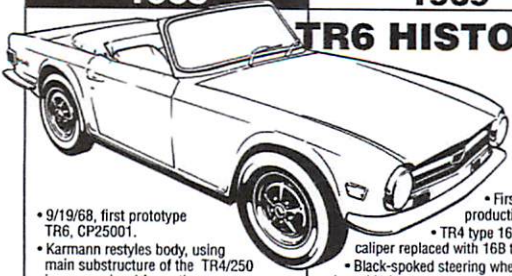

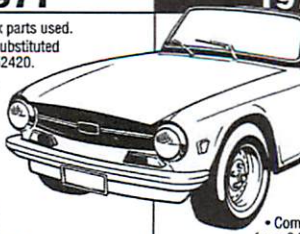
The National Club addresses for Triumph are as follows. However, there are hundreds of local clubs for each marque. Contact us for further details of the club in your area, or send us details of your local club to add to our database!

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

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

Triumph TR6 Club
1617 Harmony Road
Akron, OH 44333

TRIUMPH • CLUBS

1968	1969	1970	1971	1972
TR6 HISTORY				
 <ul style="list-style-type: none"> • 9/19/68, first prototype TR6, CP25001. • Karmann restyles body, using main substructure of the TR4/250 in an amazing 14 months. • 5 1/2" wheel replaces 5" version of TR4A. • Provision made for front anti-roll bar. • Twin carburetors in U.S.A., Lucas fuel injection in U.K. • CP25003, first carbureted TR6 on record, built 9/19/68. • Rostyle wheel covers standard. 	<ul style="list-style-type: none"> • First year of production. • TR4 type 16P brake caliper replaced with 16B type. • Black-spoked steering wheel with pierced holes. • Chromed valve cover. • Windshield surround in body color. • Laycock de Normanville A-type overdrive carried over with TR250 gearbox. • Rostyle wheel covers standard to CC50000. • Seats feature "breathing material". 	<ul style="list-style-type: none"> • New disc wheel with 15 hole pattern. • Painted valve cover replaces chromed version. • New inlet manifold on carbureted cars. • Steering lock introduced on export cars. • Ignition switch moved from dash to under column. • Windshield surround now black regard less of body color. • 72 spoke wire wheels still offered although they receive little mention. • New steering wheel with silver anodized spokes replaces black-spoked wheel. 	<ul style="list-style-type: none"> • Stag type gearbox parts used. • Seven blade fan substituted for 8 blade at CP52420. • Square reflectors under tail lamps. (1971 U.S.A. cars only.) 	<ul style="list-style-type: none"> • Com from 8.1 Performance suffers. • New exhaust system, pipe for carbureted cars. • Gas tank capacity red gallons. • Rear springs and w/ rated late 1971 • Grease nipple on prop • Brake callipers change incorporate metric thr

25 years of the TR-6

Continued from page 7

Longer wearing polyurethane bushes are available from Moss to assure longer bushing life in the future.

We here at Moss Motors can give you a lot of help when you eventually get your TR6 dream car and we would certainly recommend that you join your



Style and performance—the TR6.

Photo by Tom Horvat, Fairburn, GA

local Triumph Club and take someone along with you when contemplating your purchase. The Triumph TR6 club caters to TR6 and is highly recommended. The Vintage Triumph Register has a large and enthusiastic TR6 contingent.

A belated credit by the way... the superb TR6 on the cover of the Summer issue of "Moss Motoring" was taken by Michael Hayes of Colony Texas.

STUART PECK—Automobile designer and Triumph draftsman

by Barney Sharratt
"Classic Car Weekly"

A little known architect of the Standard Triumph Company in the fifties and sixties was Stuart Peck. Post war most of his career was spent at Mulliners the famous coach builders in Birmingham, England. Stuart's first major job was to produce a full size drawing for the Triumph 1800 razor-edged saloon that would eventually be sold as the Renown.

The car was already in production but the original tubular chassis was being replaced with a modified Standard Vanguard chassis—hence the need for a new drawing. In 1951 Stuart designed what turned out to be the last one-off body built by Mulliners other than prototypes for Standard-Triumph. It was built on a Bentley chassis which Rolls-Royce presented to Sir John Black of Standard Triumph.

Recalls Stuart, "I was given a completely free hand and when I took the colored drawings over to Sir John he just said, "Yes, that looks great" so I put up the full size drawings and supervised the building of the car which we delivered in the Spring of 1952."

However soon after that Sir John

was kicked out by his own directors and Alick Dick took over at Standard-Triumph. Just prior to this Sir John had indicated a desire to produce a competitor for the Jaguar XK 120 and that led to work starting on the TR2 in 1952.

As Stuart recalls: Colonel White who later became managing director of Mulliners came into my drawing office one day and said: "Look Peck, I want you to go over to Coventry and talk to Walter Belgrove and Leslie Ireland because they are planning a 100mph sports car." It all sounded very exciting and when I went over, they already had the drawings of what became the TR2 and I brought those back to Mulliners to build the prototype.

"We weren't very keen on the bob-tailed rear, but after the Earl's Court show debut, Sir John rang Mulliners and asked us to design a new rear end. We took it on from there and did all the engineering for the T.R. range and I was put in charge of



TR4's form a large contingent at any British car meet.

the T.R. Sports car section of the drawing office, becoming Chief Draftsman in 1956.

In 1958 Standard Triumph took over Mulliners and by the time of the TR4, Harry Webster had become technical director. It was he who brought in Michelotti to style the Vanguard Vignale and the Triumph Herald. Stuart traveled to Italy to see Michelotti several times and got to know him well.

"When Michelotti was busy with the TR4" recalls Stuart, "he came to my office with a pile of drawings and spreading them all out said, "I've been asked to design a typically English sports car, but I'm Italian so you must tell me what an English sports car should look like". He had obviously been working on it for some time. Many of his sketches were typical Italian things, but I pointed out one design which caught my eye, which was within striking distance of what became the TR4."

As project engineer for the TR4, Stuart was handed Michelotti's final sketches. And using these he put up the first full sized drawings and set to work on the body engineering and the building of the prototypes.

In 1962 while Stuart was still busy

Continued on page 9

TR6-BITTER SWEET?!

by Jan M. Dawson

I was at a book store the other day browsing up and down the aisles, when I saw a book that caught my eye, "Lemons, The World's Worst Cars." I was intrigued enough by the title to pick it up and start thumbing through the pages. I expected to find a run down on the old stand-by "lemons" such as the Ford Edsel, AMC Pacer, Chevrolet Corvair, etc. when I came across something totally unexpected and shocking! Right there on page 141 was a picture of a Triumph TR6. I could not believe what I was seeing! How could the author of this book say the TR6 was one of the "World's Worst Cars.?" All I could think about was how much my liking TR6s and Triumphs in general had influenced and affected my life.

I can still remember my first encounter with a TR6. One weekend, while I was still in high school, my older brother, Kevin, came home from college to visit. Somehow he convinced me to go and look at this car he was interested in buying. I can still see it clearly in my mind as if it were yesterday. We pulled up in front of a house and there it was, sitting in the driveway, a 1974 1/2 bright yellow Triumph TR6. The owner greeted us and the exchange of conversation that followed centered on the TR6 and its history to date. The guy said he would be happy to take Kevin for a test ride, but we would have to push the car to get it started because the original Lucas battery had gone flat!

That day was to be the first time I ever push started a TR6 but it certainly would not be the last! Kevin bought the TR6 and even, as time went by, let me try driving it, which was very brave of him considering at the time I did not know how to drive a stick! Sure, driving someone else's Triumph is fun, but it doesn't influence your life nearly as much as owning one yourself as I eventually discovered.

One day, shortly after I finished college, Kevin called me on the phone. I could tell this was something special, because he could hardly get the words out of his mouth fast enough! He kept

going on and on about this TR250 he had found advertised in the "Penny Saver" a local free sheet. I must admit, at the time, I didn't even know what a TR250 was, but Kevin insisted that I go look at it with him and he insisted even more that the TR250 would be just the perfect car for me!

I can still picture it sitting there, in a little one car garage, with a heap of junk piled on it, a flat tire and a dead battery. We walked around it a few times. It was several different shades of green, every piece of rubber needed to be replaced and those were just the obvious problems. I honestly can't say that it was love at first sight but there was something in me that wanted that car. Kevin kept telling me that it just needed "a little work," while my Mom advised me to think about it for three days, and reminded me that I didn't know anything about cars. Sorry Mom!, but the next day I called the TR250's owner and made him an offer on the car which he reluctantly accepted. He wanted to see the 250 go to somebody who would restore it, however, I don't believe he thought a young girl just out of college stood much of a chance of successful Triumph ownership.

That was over nine years ago and although it has not always been smooth sailing, my TR250 and I are still together. I have learned a lot about Triumphs over the years, and yes, I did restore my TR250! I even took it back to the guy I bought it from and let him drive it again. He was amazed and told me it was just as he always dreamed it could be.

For eight years my TR250 was my only car and I have a photo album full of pictures of all the places my Triumph and I have been together. From alongside the Queen Mary in Long Beach, California, to the Cadillac Ranch in Amarillo, Texas to the many highways and byways of the USA my TR250 and I have traveled together. Looking back, I would not trade my Triumph experiences for anything in the world. I love my TR250 and to Mr. Timothy Jacobs, the author of "Lemons, The World's Worst Cars," my Triumph is definitely not a lemon!!!


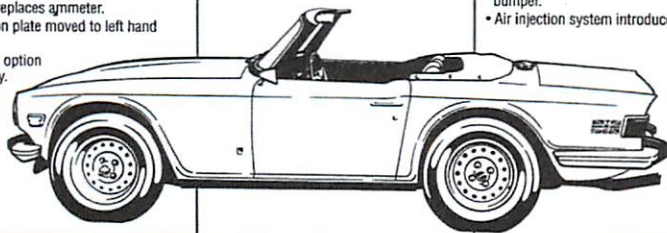
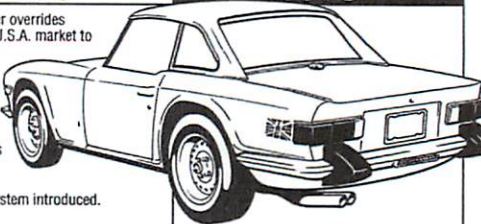
MOSS

Water Wetter

220-115 \$6.95

This is not just a pitch from your friendly snake oil specialist at Moss Motors! Water Wetter is an amazing product which can help your car run as much as 10 to 20 degrees cooler. British cars were designed for the English climate, and hot American conditions tax our cooling systems to the limit under the best of circumstances. Water Wetter is a cooling system additive which significantly increases the heat transfer property of water and antifreeze solutions. We highly recommend this revolutionary product for all stock and modified water-cooled engines. (Yes, many of us at Moss use it in our own cars, with outstanding results in our hot California climate.)



72	1973	1974	1975	1976
 <p>pression dropped :1 to 7.72:1, Twin exhaust down rs. iced to 10.25 fibones brackets up- shaft deleted. d again, now sads.</p>	<ul style="list-style-type: none"> Major U.S.A. restyle. Black plastic air dam introduced. J-type overdrive introduced; overdrive on 3rd and 4th gears only. New steering wheel and instruments including "inverted" small gauges. Union Jack decal replaces TR6 logo on rear fender. Air intake flap on cowl replaced with plastic grill. Voltmeter replaces ammeter. Commission plate moved to left hand door post. Wire wheel option ends in May. Flat black wiper arms replace chromed versions. 	<p>Note: Certain specified changes occurred at chassis points only, and have been placed into the appropriate year. Factory records are not always clear; we have been as accurate as possible in this limited space.</p> <ul style="list-style-type: none"> New interior trim includes center door pull. Chestnut and Beige trim offered in fire-resistant material. Full tonneau cover now standard. 	<ul style="list-style-type: none"> Rubber bumper overrides introduced to U.S.A. market to meet federal regulations. (Late 1974.) Front bumper raised. Amber/white indicator lamps moved under bumper. Air injection system introduced. 	<ul style="list-style-type: none"> Triumph styled hardtop continues to sell well until end of production. Last P.I. TR6 built on 2/7/75. Front indicator lenses amber. Last TR6 built on 7/15/76, CF58328. Some 1976 TR6s were sold in 1977 and may be registered as such.

with the TR4, Leyland took over Standard Triumph. On the day the TR4 was announced, Stuart (along with 80 other managers) was told his services were no longer required. Stuart remembers: "So it was good-bye to my Mulliners staff and everything else...they just cleared everybody out."

Later in the days of the Hillman Imp, Hunter and Avenger, Stuart was a senior project engineer for both Pressed Steel and Rootes at Linwood and ended up as resident engineer of Chrysler UK, until the Peugeot takeover.

Still retaining his lifelong fascination with automobiles, this remarkable gentleman is now the archivist of the Institute of British Carriage and Automobile Manufacturers (IBCAM). A full-circle move, for it was in 1937 that Stuart produced an IBCAM medal winning design for a Sunbeam Straight Eight limousine and received his medal in London at the magnificent Coachmakers Hall—quite an experience for a lad!

MOSS

"A Tale of Sagging Tales"

by David Eichelbaum

In my technical services corner one problem keeps cropping up with renewed fervor; sagging IRS Triumph rear springs. We thought a technical recap would help, and since I REALLY like these squatty-tailed monsters, I volunteered to write this column!

An array of problems results from worn and sagging springs. Mismatched or upside down trailing arm brackets can cause fits in spades, and can push people to unbelievable measures. You can ask me about it sometime. If your car leans in one direction or drags it's tailpipe on the ground and squats like an east-Hungarian bull frog when you let the clutch out, then sit back and grab something cold to drink.

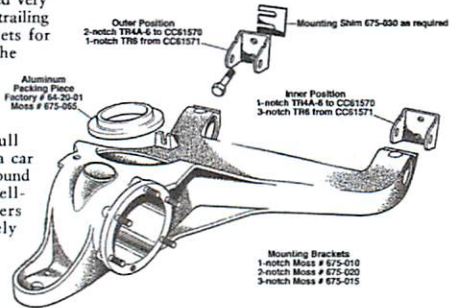
Chassis Condition

It's worth mentioning that IRS frames are extremely prone to rusting and should be checked very carefully around the trailing arm mounting brackets for thin metal (this is the lowest point on the car where water collects). Serious clunks could mean a bracket that's about to pull loose. Avoid buying a car with repair patches around this area. Their bell-shaped design renders IRS frames extremely prone to accident damage. Be sure the frame is solid and straight before diagnosing suspension problems.

Mounting Brackets

Checking the mounting bracket types (1-notch, 2-notch or 3-notch) and positions will often show why a car

leans excessively. Ensure that all brackets are correct. Bracket positions on TR4A-6 up to CC61570 are: 1-

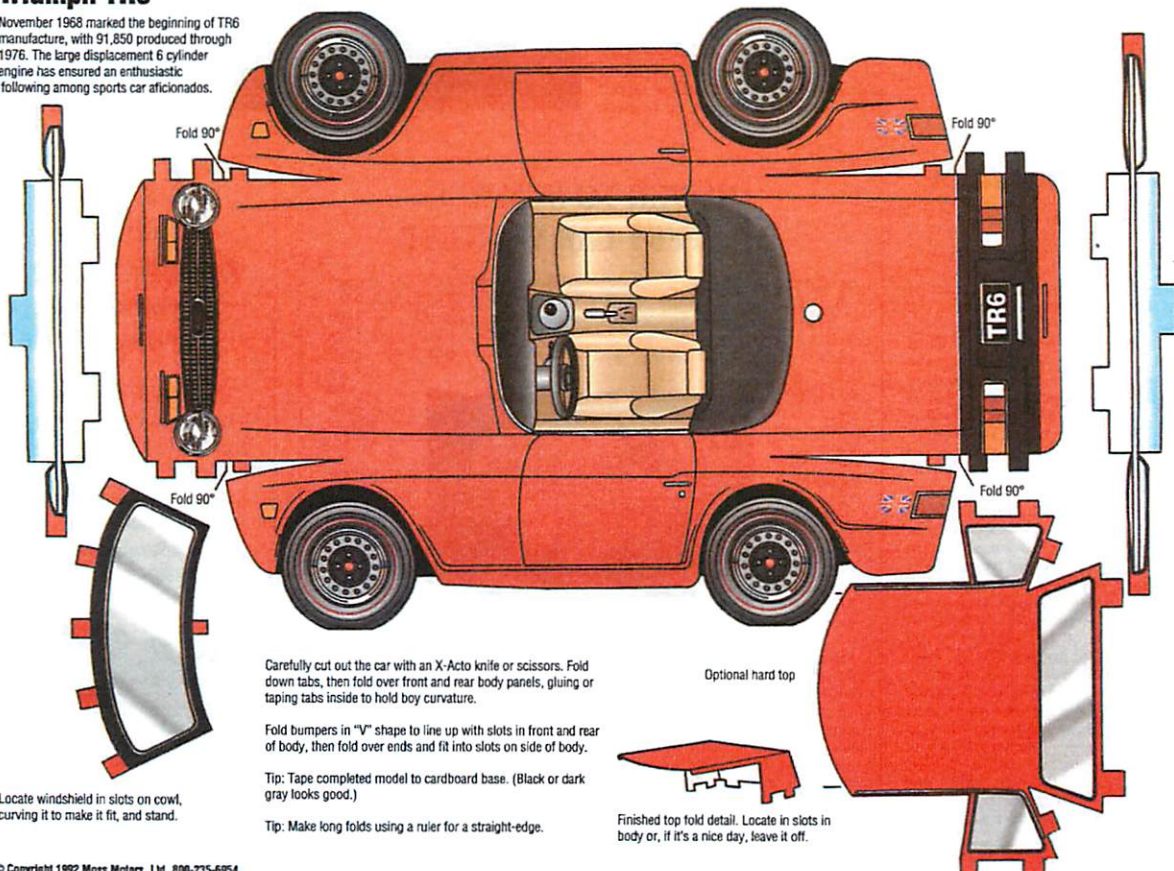


notch inner, 2-notch outer. Longer springs of increased rate were used after CC61570 to cope with settling problems. The brackets were changed then to provide anti-squat geometry. Positioning was now 1-notch outer, 3-

Continued on page 13

Triumph TR6

November 1968 marked the beginning of TR6 manufacture, with 91,850 produced through 1976. The large displacement 6 cylinder engine has ensured an enthusiastic following among sports car aficionados.



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MOSS MOTORS TO SPONSOR THE COLLIER CUP

WATKINS GLEN, NEW YORK.
September 8th-11th 1994.

Thirty years ago, road racing courses like Watkins Glen and Road America shook from the power of sports cars in their brutal dance. As the cars lurched and slid, and smoke broiled from their tires, drivers held their breaths, locked their elbows and stamped the throttles to the floorboards. Tens of thousands of us stood at the fences, awe in our hearts and hearts in our throats.

These men were our gods and their cars our stallions, and the scenes, burned in our minds were replayed a thousand times. Although the world evolved and moved on, we never forgot the sight and the smell. Racing was never the same again. Peering through the chain link fences, we watched transfixed. They raced-and we reveled. They raced-and we dreamed! They were our soldiers and checkered was our flag.

But every once in a while good fortune allows us to explore an ancient fantasy, even if it is 30 years overdue. Of course this is the life force that powers vintage racing.

- Dave Quinn.



THE 40th Anniversary of the COLLIER CUP

The race today is simply known as the Collier Cup, but in actual fact was originally named the Collier Brothers Memorial Race and honored the founders of Watkins Glen, Sam and Miles Collier. You might be wondering about the origins of the race and how it became so prestigious.

The story begins in 1929 on a very extensive driveway as a group of enthusiastic teenagers raced their home made cars. Those ambitious teens, Sam, Miles and Barron Collier even had an organizing body for their races, "The Overlook Automobile Club"!

Around 1933, the young men changed the name of their fledgling organization to the Automobile Racing Club of America (ARCA). This coincided with the purchase of two MG J2s and also the expansion of the club to include many other cars. The group outgrew the driveway and soon became the catalyst for the creation of road racing at various

venues. In 1934 they organized the MG Sales Company and began importing the nimble Abingdon machinery.

World War II brought an end to racing and the Automobile Racing Club of America, however after the war some members of ARCA were instrumental in starting the SCCA. For Sam and Miles, their passion to race resumed and like many others their car of choice was MG as they lined up for the rebirth of road racing at Watkins Glen on October 2nd 1948.

Miles would taste the fruits of victory as he won the Watkins Glen Grand Prix aboard a Ford-Riley. However, one year later tragedy struck. Sam was at the wheel of the first Ferrari to reach these shores-a 166 Inter owned by Briggs Cunningham. While leading the race, he left the road at a fast right hand turn and crashed. He passed away later that evening at the age of 38.

In 1954 Miles passed away as a result of polio. Loyal friends felt some sort of tribute was in order to honor the contribution to road racing of Sam and Miles Collier. A stone memorial was placed at the site on the original track where Sam lost his life, and no visit to Watkins Glen is complete unless a tour of the original track is included, and a moment spent at the simple marker honoring these pioneers.

It was also in 1954 that the SCCA established the Collier Brothers Memorial Race. Through 1959 the race was for MGs only, (although for historical accuracy some VW Beetles competed in 1959!) and from 1960 to the present, SCCA has included the Collier Cup on their calendar, but with other marques now filling the field.

In 1985, The Sportscar Vintage Racing Association decided to reach back in time and establish a link with the past by rekindling the MG spirit. The Collier Cup race for MGs is the result, and the cup is awarded by a vote of the drivers, and not to the first car to cross the finish line! Pedigree matters not as past winners have ranged from T-Types to MGBs.

For 1993 and again in 1994 MOSS MOTORS have lent their generous support to this prestigious event. Moss's link to MG racing goes back to their founder Al Moss and continues today with strong support of various forms of motor sport, under their motorsport coordinator-Harry Haigh-himself no mean competitor in the past!

So we urge you to join the celebrations September 8th-11th at Watkins Glen, as thousands of British car enthusiasts gather to witness the 40th anniversary of the Collier Brothers Memorial Race.

- Joe Tierno.



Healey Hardtops

Continued from page 5

and fasteners. But the best giveaway is that beautifully colorful cloisonne badge. On original models the badge has a pronounced curvature to it. All modern badges of this pattern are flat as they come from a key-fob! No kidding! I have a couple of these key-fobs just in case anyone ever steals the originals off the car! In all other details, the badges are identical once you remove the loop that attaches the badge to the fob's leather. On the replicas, you can just make out where this loop was removed.

To clamp down the front of the BJ8 hardtop, two specially made turn-buckles are used to effect a semi-permanent mount rather than the normal clamps that hold both roadster hardtops and two-seater soft tops to the front windscreen. Again, the BJ8 tops just were not designed to be taken off in a hurry! A good number of the factory rally cars used these tops. And the BJ8 tops fitted to these race cars had an air scoop molded into the top to help with cockpit ventilation. If you trip over one of these BJ8 tops with an air scoop, you may have a real rarity! I solved the cockpit ventilation problem on our BJ8 by installing air conditioning. That's why it's called "Cold Duck"! But that's another story. 'Till next time, Ron Phillips.

MOSS

ANSWER TO SUMMER MYSTERY CAR CONTEST

Well all I can say is that you people certainly know your obscure British cars! You may recall that in our Summer edition of "Moss Motoring" we asked you to identify the car shown on page 4 - a photograph taken at Phoenix British Car Day.

Out of the many entries we received, several correct replies identified the car as a 1931 INVICTA. Bruce Carnachan of Glendale recalls seeing one driving down the street in London back in 1984, while several readers correctly identified the model as a 12/45. Most also mentioned that the body had been altered as "the Tourer never had cut-down doors"! Keith Gerard told us the car was fitted with a Meadows 4.5 liter pushrod engine, while a

gentleman from Seattle whose name was obliterated by the U.S. Mail stated the car should have P100 headlights! Rob Reilly from Glen Ellyn, IL told us a great story about 2 college boys and an Invicta-too long to repeat here!

Thanks to all who entered-we put all the correct answers in a box and pulled out the winner who is:

PETER VANDERVORD, from Harrison Township, MI! Peter will be receiving his prize in the mail shortly.

Now try your hand with the one above, a popular little sportscar in its day. Entries on a postcard only please by Sept. 30th to "Mystery Car Contest #2, 400 Rutherford St, Goleta, CA 93117.



1-3/4" "Stelling & Hellings"-style Chrome Air Filters

This style of air filter was an extremely popular after-market accessory in the 1950s and '60s, and is finished in beautiful chrome. Fits 1-3/4" SU and early (pre-pollution control) Zenith-Stromberg carbs. 621-500 \$27.95



MOSS



OIL PRESSURE RELIEF

BY John.H. Twist, University Motors

As I entered the intersection of Fulton and Fuller on my way to work this morning in my wife's 1973 MGB/GT, my eyes were inexplicably drawn to the odometer. Why I should have glanced at the numbers, which at that moment were rolling to the next thousand, I do not know. But today, here in sunny Grand Rapids, Michigan, this daily driver turned 165,000 miles. That mileage places this GT into a limited class of MGs — and into an even more exclusive group when you realize that the crankshaft has NEVER been out of this engine. Oh, it has received two cylinder heads, and several clutches, but never has the engine been torn down — and it still runs down the road with the oil pressure blowing off at a respectable 65psi. Frequent oil changes are the secret to engine longevity, but oil changes alone do not account for this enormous mileage. The "secret?" I changed the rod bearings and oil pump, as a preventative measure, at 95,000 miles!

It struck me today that many MG owners would love to avert an expensive engine overhaul by making these relatively simple repairs to the engine. If your MG engine is old and tired then the maximum oil pressure is less than it should be. By restoring that oil pressure to about 70 psi, the engine can run for tens of thousands of miles more before a major rebuild is necessary. Follow these rules for oil pressure relief!

1) The first step in oil pressure relief is to change engine oil and filter. Use the proper filter for the MG, and use Castrol GTX 20W/50 in the sump. MGB owners with the "original" oil filter on 1968-69 engines are cautioned to discard that entire filter assembly, replacing it with the 1970-1980 spin on style (Moss 460-910) as the upright canister filter is the WORST filter ever designed by MG!!

2) The second step is to change the oil pressure relief valve and spring. On the XPAG/XPEG engine, this is very simple as the relief valve is located at the

bottom of the oil pump. You may elect to use the "competition" spring setup to boost the oil pressure into the 60+ psi range. The pump may lose its prime during this operation, so be certain to spin the engine until you indicate oil pressure BEFORE restarting the engine!!

The relief valve on the MGA and MGB engines is located at the rear of the block, left hand (driver's) side, just above the sump. The socket necessary for the domed nut is one inch. If the valve will not come out, spin the engine over (disconnect the coil so the engine will not start!) and the oil pressure will blow the old valve out. Replacing the valve can be very difficult as the new spring is very stiff, so follow closely here. Assuming you are right handed, place the valve into the engine, hold the spring in your left hand, and start the domed nut with your right hand. Remove, refit, remove, refit the domed nut several times without letting go of the nut. This is a very coarse thread (1/2-14 BSP) and the domed nut will start easily — if YOU know where it catches the threads. Once you've practiced with the nut, then fit the spring with your left hand, and start that domed nut with your right. (Fit the spacer to ALL MGA/MGB engines, on either end of the spring, whichever is easier for you.) It will take all the strength you have in your wrist! This nut WILL NOT start unless you know where it starts, as your wrist will tire quickly!! Tighten the nut to 40lb-ft.

The Midget "A Series" engines have the same domed nut as the "B Series" engines, only it is a dream to change. It is located on the right side of the block, just to the rear of the distributor.

The Midget 1500 engine uses a long, hex fitting, under the distributor, to hold the valve and spring. Use a #10 spring lockwasher, twisted flat, to act as a shim between the valve and spring, to boost the oil pressure.

The MGC oil pressure relief valve lies within the filter head, and is not yet available from Moss.

3) The third step is to replace the connecting rod bearings and the oil pump ("B Series"). The sump is easily removed on the XPAG/XPEG engine, and bearing replacement is straightforward. Ensure that you use a liberal amount of oil and keep all components CLEAN CLEAN CLEAN!!

The sump on the MGA and MGB engines can be removed WITHOUT removing the engine from its mounts, especially the 1974 1/2 on MGBs. Use an offset 7/16" ring spanner (box end wrench) to get those five bolts at the front of the sump. Use grease on the oil pump gasket, and push that gasket onto the oil pump studs and against the block BEFORE fitting the pump. Remember that the 3-main and 5-main oil pumps are NOT compatible, and each has its own gasket! Get oil pressure before restarting the engine! Disconnect the oil pressure gauge line from the bulkhead (or sensor) and point it into a can or bottle. Remove the spark plugs so the engine spins more quickly, and have your associate spin the engine over until oil squirts from the line. DO NOT start the engine without oil pressure!!

The Midget sump, both "A Series" and 1500, drops off like a dream. The "A Series" oil pump is located at the back of the block, under the flywheel, and cannot be changed. The Midget 1500 pump can be tricky to align with the cam drive.

In all cases, use the PROPER sized bearings, of course. This means that you must drop the sump, remove one set of bearings, and examine the backside of the bearings for markings. Standard sizes are not marked as such, but all undersizes are marked 010, 020, 030, or 040. Order the bearings AFTER you've determined the proper size. Never mix the rod caps from one rod to another!! Use lots of oil when fitting the new bearings. Absolutely, positively, get oil pressure BEFORE you start up the engine. Read your workshop manual before starting these repairs, just to assure that you have the correct tools, torque specifications, and step sequence.

You can extend the life of your engine by boosting the oil pressure. You may elect to try this in stages: oil and fil-

ter; then oil pressure relief valve and spring; and finally rod bearings. Or, you may elect to do the whole job at once. This is a preventative measure. You will extend the life of your engine, dramatically, by making these simple repairs.

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 "T" Register
Drawer 220, Oneonta, NY 13820

North American MGA Register
13420 Summit Hills Rd.
Albuquerque, NM 87112

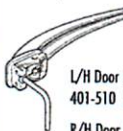
North American MGB Register
P.O. Box MGB, Akin, IL 62805

American MGC Register
34 Park Avenue
Asheville, NC 28803

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

1962-'64 MGB "Pull-out" Door Handles

Moss scoops the competition again by offering superb reproductions of the long-unavailable MGB exterior "pull-out" door handles fitted up to car # 57,985.



L/H Door Handle
401-510 \$26.50
R/H Door Handle
401-520 \$26.50

MOSS

A SHAGGY DOG STORY!

...a reminiscence from our regular M.G. contributor, Doug Beagley

The following happened in the early fifties, when imported cars were a really unusual sight. Those were the days when, if you took your car to a dealer to have it worked upon, you were informed in no uncertain manner that "We do not work on foreign cars"! Imagine that attitude today.

We drove an MGTD and we had a friend who owned a TC. This friend also had a very large and lovable Collie dog called Rob. Rob would ride beside Martin, his owner, in the TC and like most of us in those far-off days we not only drive with the top lowered but also with the windscreen folded flat forward. However, traveling like this made Rob's eyes water and so he was provided with a set of green bubble goggles which he wore and which cured the problem of his eyes.

Our town was really into Armed Forces Day and we people who drove these odd foreign cars were invited to drive them in the grand parade. We duly accepted and then decided that we would add a little zest to the show!

We lowered the steering wheel of the TC and shoved it as close to the instrument panel as it would go. We then bought a steering wheel which was intended for small children to play with, as they drove with Daddy,

and which came with a large rubber suction cup. We stuck the wheel on the left side of the dashboard of the TC and in this configuration entered the parade.

Rob, the dog, was seated on the left side of the car, wearing his green bubble goggles and with the screen flat. Martin was driving of course from the right hand position, (You did know of course that TC's only came in right hand drive form?) and the car's steering wheel was almost out of sight. Rob had his front feet up on the steering wheel that could be seen and we drove quite majestically through the town in the parade. We were following in our TD and could see the tremendous interest generated by the TC... and the dog!

The following Monday morning I was back in my office when an elderly gentleman entered who I knew quite well. He was breathless and couldn't wait to speak to me. "You drive one of those small, funny foreign cars don't you?" I confessed that I did. He then continued, "You are not going to believe what I am about to tell you. I was down at the parade on Saturday and saw a dog driving a car just like yours!"

He truly believed this was an outstanding dog and I just didn't have the heart to spoil his wonderful illusion!

Dear Editor...

Continued from page 2

Once the MGB is completed, we have a 1962 Austin-Healey Sprite to restore and we hope to make it to one of the Moss festivals once both cars are on the road.

Lawrence Keeney,
Boulder City, NV.

(There's nothing like starting them young is there? Any other young British enthusiasts out there should write and let us know. How about a Junior section in "Moss Motoring"? It makes such a change to hear of someone so young, doing something constructive, instead of some of the other things which make the headlines today! Ed)



Dear Moss,

On a recent foray into a junkyard in South Fort Myers, I noticed a Spridget dutifully awaiting its turn at the crusher. Upon closer inspection, I discovered it

was in fact a 1964 Austin-Healey Sprite!

I immediately appealed to the proprietor for a stay of execution and after the exchange of two \$20.00 bills, the Spridget was removed from Death Row and placed in my custody!

To my surprise and delight the engine, trans, doors were intact and the car possessed one good bumper. Mr. Proprietor noted the car had been an abandoned restoration project and deep within its bowels lay several great parts. These included wire wheel hubs, a great dash, and two ignition switches-new and in the box! This ex-con will now join its four other siblings that grace my garage.

J. Douglas Davis,
Bonita Springs, FL.

Dear Moss,

On a recent trip to the UK, I had the chance to visit the British Motor Industry Heritage Museum at Gaydon, which was featured in the Fall 1993 issue of "Moss Motoring".

After reading Rick Feibusch's article I made the trek to Gaydon, and it turned out to be worthwhile as the museum is absolutely marvelous. I can't say enough about the quality of the content and the presentation.

I highly recommend the museum to your readers and thank Moss and Rick Feibusch for making me aware of its existence.

Carl F. Landers,
Foster City, CA

MOSS

TECH TIPS

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

TECH TIP 90

BRONZE VALVE GUIDES.

We have enjoyed owning a 1959 MGA 1500 fixed head coupe for more than 30 years. We have been able to keep the car in good condition during that time, thanks to an adequate supply of parts from Moss Motors.

I recently had the valves ground, and had the old steel valve guides replaced with new brass valve guides. After assembly, and when test driving the car, the engine began to "flutter". The problem was discovered to be a stuck valve and bent push rod. After replacement of the push rod, yet another valve stuck, although this time the push rod did not bend!

Apparently after the engine is up to normal operating temperature the brass guides expand more than would a steel guide. The solution is to slightly hone the guide when installing. Hopefully this information will prevent someone tearing down the engine of their MG, a second time for valve guide replacement!

— Ken Schutt, Winnegabo, MN

TECH TIP 91

CAMSHAFT LIFTERS.

I wish to follow up on the Tech Tip #84 which appeared in the Spring issue of "Moss Motoring". This described how to install a camshaft without

removing the head. While this may seem a good way to save labor and a few bills, in actuality you will probably end up spending even more in the long run. Allow me to explain.

Every camshaft manufacturer, and any mechanic worth his salt will tell you, never, NEVER! use old, used lifters, with a new camshaft! Even lifters that look good can cause damage, and usually that will not take long. The reason, and it has nothing to do with selling more lifters, (cam followers, or tappets), it has nothing to do with the bores they fit in, but has everything to do with the "face" of the lifter. In fact the number one cause of new camshaft failure is the use of "old" lifters!

Normal lifter faces are not flat as most people assume, there is, in fact a slight crown, usually around two thousandths of an inch. This in combination with the way the camshaft is positioned in the block relative to the cam, forces the lifter to rotate while lifting instead of just "pushing" the lifter upwards.

If you look down the bores of the lifters with the camshaft installed, you will see that the cam lobes are slightly off to one side of their respective bores. These factors are designed so that the cam lobe and the lifter will mate with each other after a period of break in. This break in is critical to the longevity of the camshaft and related parts and is usually around 30-45 minutes at 2000 RPM or above.

It is not uncommon for a seemingly

good lifter to utterly destroy a camshaft within the first few minutes of operation, no matter how much Moly-lube you use! Also, you should keep all the related valve train components identified as to their corresponding place in the block or head.

This results in a mated assembly. If you're extremely lucky you might get by using "used" lifters, but is it worth the gamble?! Take the extra time and do it right. It might cost a little more effort and a few extra dollars, but the added peace of mind that the job was done without compromise is well worth the effort.

— Barry Schwartz, La Mesa, CA.

...and further support for Barry comes from Frank Ieraci of New York...

How could you recommend replacing a camshaft without replacing the tappets? That has always been a no-no in the automotive world as I know it. The bottom of the tappets become worn in to match the corresponding camshaft lobe, and substituting a new cam would cause uneven wear and premature failure of both parts. Your Tech-Tip section has educated me out of a jam or two in the past and I thought I would try and help with this one.

By the way I enjoyed your recent article on "Double Declutch" techniques, I have always been in the dark about this and you really set me straight. Thanks!

— Frank

(Well both readers are right, and it was an error which we shouldn't have allowed to slip through! Thanks to Barry & Frank and others who wrote pointing out the error. Ed)

FOR THE VERY BEGINNER IN BRITISH SPORTS CARS!

F U S E S

Fuses are those little glass "things" that sit in the fuse blocks of our cars. They are designed to protect the various circuits of the wiring system from burning if, for whatever reason, a "hot" wire happens to be grounded. All of our cars came from the factory with a particular Lucas fuse of a given rating, but if you were to look at many fuseboxes these days, you would probably see many aftermarket fuses installed, many with ampere ratings that range from the sublime to the ridiculous. You might even see sometimes a strip of aluminum foil from a cigarette packet used to bridge the gap of a blown fuse!

The correct Lucas fuse originally carried a message such as "35 amps Lucas", or "17 amps Continuous Lucas 35A". The modern Lucas fuse says "17 Hold Lucas 35A". This means is that the fuse is designed to carry a continuous steady load of 17 amps but will hold a momentary surge up to 35 amps before it will blow.

An American fuse of 20 amps or so, will probably be alright, but the fuses of a higher rating should not be used, because if something were to go wrong within that circuit, the damage would already have been done to the wiring before the fuse would blow. Be original—Be Safe! Use the correct fuse as designed for your car, and which are available from Moss Motors.

— Doctor Bob

Erecting the Hood

Continued from page 6

experienced MGA owners can walk away several hours in the garage, walking from side to side locking the uprights. Eventually the bows will tire of this game, and both uprights will stay locked at the same time. Now extend the header rail into its full forward position and lock it into place by pressing upwards on joint "B". Of course, this may unlock one or both of the uprights, allowing the owner to repeat that portion of the procedure. Since there is an identical joint "B" on the other side, it is easy to see why an MGA provides more entertainment for the price than any other sports car available today.

Once all the bows have been locked into place, carefully position the header rail so the hole on the underside near wing-bolt "C" is directly over the post on top of the windscreen. Check to make certain the wing-bolt is slacked off enough to make room for the windscreen post. This is generally done by unscrewing the bolt a few turns, allowing it to drop on the floor and bounce under the seat. It can then be retrieved with a yardstick and reinserted to its correct position in the header rail. Press the header rail firmly against the windscreen to ensure a good seal. This can best be done by placing both hands on top of the header and pressing down until your feet rise six inches off the floor. Experienced owners can judge the six-inch rise by feel, novices may wish to have an assistant check their rise against a calibrated spacer. With your free hand, reach inside the car and tighten the wing-bolt "C" until fully seated against the windscreen post. Readers who are particularly astute at arithmetic may wonder where this free hand came from, as both hands were previously engaged pressing down on the header rail. Generally, the free hand comes from

a wife, a son, a friend, or a passing pedestrian who can be induced to stop laughing long enough to lend a hand. Failing that, agile owners can sometimes balance their weight on a single forearm placed lengthwise along the header rail, freeing their other hand to tighten the wing-bolt. Whichever procedure is used, it should then be repeated on the other side.

Once both wing-bolts are secure, walk to the rear of the car and swear softly. Then unfasten the wing-bolts, lift the header rail free of the windscreen posts, and hook the metal bar "D" at the rear of the hood into the two retainers on the tonneau. It will generally be necessary to give the hood a sharp tug rearward to position the bar over the retainers, a procedure which also serves to unlock both uprights and let the hood crash to the floor of the vehicle. When all the uprights have again been locked into place and the metal bar secured to the retainers, it is time to once again press the header rail against the windscreen and tighten the wing-bolts.

Now that the hood is securely fastened at the front and rear, it only remains to secure the edges to the "lift-the-dot" studs and the turn button on each side. This is a little like saying that once Napoleon captured Germany, it

only remained for him to march on Moscow. No matter how little time has passed since you last erected the hood, you will discover that either the hood has shrunk or the car has grown since the last fitting. As long as your fingers have the sensitivity of a safecracker's and the strength of vise-grips, the hood can eventually be stretched over the lift-the-dot fasteners. One turn button can generally be fastened without too much difficulty. The other will bend back your thumbnail and be declared not worth the effort to fasten. (Or words to that effect.)

This completes the task of erecting the hood. If the weather really turns frosty you may want to consider mounting the side curtains, but that is the subject of another article. In the spring, of course, you will need to go through the ritual of "stowing the hood." The manual says that stowing the hood is the reverse of erecting it, but of course the manual is optimistic about a great many things. As you struggle to cram the hood back into the recess behind the seats without scratching the window (or at least, without rendering it totally opaque), you may find yourself wondering why you bothered to put the bloody thing up in the first place. And indeed, that is a very valid question. Even back in the days when MGAs were routinely driven year

round, many owners abandoned the idea of putting up the top. That's how the stereotype of the sports car driver began — a hardy soul in a cloth cap who grips as he drives top down through a five county frogchoker, describing it only as "a bit dampish". The truth is, he wasn't grinning because it was that much fun to drive in the rain. He was grinning because the misery of feeling the rainwater infiltrate his BVDs was peanuts compared to the misery of putting up the top. My personal experience has been that winters in upstate New York occasionally require the hood, but anything northern Indiana throws at me can be weathered with a sneer of contempt. Now that the average MGA spends winters as "hibernation heaven" for wayward rodents, erecting the hood makes about as much sense as changing the air in your tires. Sure you'll get caught in a few sprinkles, an occasional thunderstorm, and a hurricane here and there, but that's what the cloth cap is for. Your wife will say you look like a geek, but what does she know? That lady in the Volvo probably had her mouth hanging open because she was amazed at how rakish you looked! And anyway, it could be worse. You could be erecting the hood!

— STEVE TOMS, Honolulu, HA

1965-'69 MGB Gas Tank

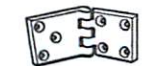
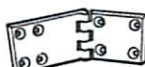
Replace your tired, rusted, and dinged-up gas tank with one of our superior quality reproductions.

456-815 \$139.95



TR2 - TR3A Brass Door Hinges

What a relief it will be to finally be able to properly align your doors, and have them open and close without having to wiggle, push and pull them into place every time you get in or out of your car. These superb reproductions of the original brass hinges for TR2 through TR3A to TS60000 are made in the U.S.A. on computer controlled machines. (Will not fit later cars with steel hinges.)



Hinge, upper L/H 804-635 Hinge, upper R/H 804-630
Hinge, lower L/H 804-645 Hinge, lower R/H 804-640

All priced at only \$31.95 each

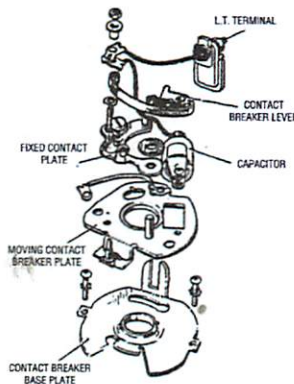
Under The Bonnet

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're interested in a particular topic, please write: *Under The Bonnet*, 400 Rutherford St., Goleta, CA 93117.

This "Under the Bonnet" is a potpourri of short topics suggested by our customers, and selected to be of interest to the novice home mechanic.

IGNITION POINTS

You have just finished installing a new set of points, but can't get the engine to start. Before allowing panic to set in, check the order of assembly at the "eye" end of the point spring. The eyelet



connectors on the terminal bush and condenser leads must be installed on top of the point spring, with the upper nylon "top hat" insulating sleeve running through these. The object is to insulate the point spring and the terminal bush and condenser leads from the lower point plate, which is grounded.

IGNITION COIL POLARITY

The key to figuring out which wire to connect to which terminal on the coil is knowing that the wire from the ignition switch is the "hot" wire. For negative ground systems, this wire is positive, and should be connected to the "+" terminal. The low tension lead going to the distributor then connects to the "-" terminal. In a positive ground system, the "hot" wire is negative, and connects to the "-" terminal, with the low tension lead to the distributor being connected to the "+" terminal.

For those of us who want to look at this another way, keep in mind that when the distributor points are closed, they are grounded. Therefore the low tension lead between the distributor and the coil goes to the "-" terminal on negative ground cars, and to the "+" terminal on positive ground cars. The switch wire then goes to the other terminal.

Old style Lucas coils were marked

"SW" and "CB". These coils were almost all marked for positive ground systems, with "SW" being the switch wire terminal, and "CB" indicating "contact breaker" (points). As the newest of these coils are probably about 25 or 30 years old, I would suggest reserving their use for show, rather than daily use.

BALLAST RESISTORS

Don't waste time looking for the ballast resistor on a late MGB or TR6 - they are in the form of a resistive wire bound into the wiring harness. What is often thought of as a ballast resistor on electronic ignition equipped MGBs (and mis-identified as such in some older printings of our MGB catalog) is the drive resistor for the electronic ignition system.

PAINT COLORS

While we publish paint color codes in many of our catalogs, many of the color codes listed are obsolete, and do not appear in current paint code listings. Where possible, we have updated the old codes to current ones, but many of them have gone away forever. In this case, if your paint shop does not have a collection of old obsolete books, try to obtain a sample of the original paint you wish to match. One of the best places to get this is from underneath the dash.

We often get requests for the paint codes for the cars on our catalog covers. Even if we knew, the information would be meaningless because the color printed is usually very different from the actual color of the car. Colors shift from the car to the photograph, and are further changed for artistic reasons in the printing processes. Furthermore, the colors in a photo or printed image are not uni-

form; dark shadow areas may be printed as brown, while the highlights print as white as the paper, both on a yellow car. Obviously, then, it is impossible to say what color the car really is from the printed image.

ASSEMBLY & REASSEMBLY

When rebuilding a pair of anything, whether seats, carburetors, or front suspension assemblies, work on them one at a time, keeping the other one intact as a reference.

TOOLS

The two most important tools for working on your car are your brain and the best workshop manual you can find (usually a reprint of the factory manual)! Even though these manuals can be fairly expensive, their cost would pay for only an hour or so of a professional mechanic's time; they are almost guaranteed to save you much money and frustration. Shops need good workshop manuals, too. Can you imagine having your engine or gearbox rebuilt by someone who doesn't know what the clearances and torque values should be? How would you feel if your newly rebuilt engine leaked oil because you made a guess at which way to install an oil slinger plate (and guessed wrongly), or simply left it out because you didn't remember that it had to be there? Workshop manual information is essential.

Before tackling a project, study what your manual has to say about not only the particular component, but the related system as well. Figure out what parts and tools you may need for the job. Knowledge and planning are important tools. Workshop manual and brain - don't work on your car without them.

- Eric Wilhelm

A Tale of Sagging Tales

Continued from page 9

notch inner, and remained so to the end of production.

Springs

Aside from chassis damage, there are two causes of rear camber problems on these cars: the springs and chassis mounting brackets. The accompanying chart shows the springs Triumph fitted

GROSS VEHICLE WEIGHTS*		
1965-67	TR4	2240 lb.
1968	TR250	2270 lb.
1969	TR6	2390 lb.
1975-76	TR6	2624 lb.

*Taken from respective Triumph owners manuals.

to the TR4A-TR6 models. I always replace rear springs when I buy a TR because they're cheap and they provide a good reference point.

Fitted length and spring rate are critical on these cars because the spring determines rear wheel camber. Changing mounting bracket shims adjusts only the toe-in; it does not alter camber. As Triumph changed the spring specifications, they altered the rate in relation to the fitted length. All factory springs were of a non-progressive rate (i.e. the rate did not change as the spring was compressed).

Triumph offered at least two uprated springs, part No's. V-499 and V-739. These are thought to have been offered only for TR6s. The former was for competition use only, while the latter was offered as a heavier-duty stock replacement, rated at 450lbs. To deal with complaints of settling springs and excessive camber, Triumph issued Service Bulletin 75-F-1 in January, 1975, informing dealers of aluminum packing piece, part No. 64-20-01 (Moss 675-

065) which fitted between the spring and the control arm to rectify the condition in "most cases".

Today, most suppliers offer one or more "stock" springs and perhaps a "competition" version, but everybody has their own idea of what a "competition" spring is. A number of these "competition" springs actually worsen the condition; most have the length of an original "stock" spring, but are made from a coil with an outrageous rate. Installed, these springs have little or no "give", causing a car's tail to poke up at the sky; altogether inappropriate behavior for a Triumph. The increased rate gives a ride stiff enough to shake your fillings loose. Congratulations - you just traded one extreme for the other.

We at Moss take our IRS Triumphs very seriously. When we set out to have springs made, we came up with a couple of nice and workable solutions. We offer a stock-grade spring, 675-035, as a replacement "long spring" for all TR4As, with a normal ride height and a bit stiffer ride than the weak original versions. For TR250-TR6 up to CC61570 we offer the 675-045 stock spring. Ride height may vary slightly from car to car with this spring (due to different vehicle weights - see chart), but

TRIUMPH I.R.S. REAR SPRING DATA				
MODEL	O.E. SPRING	FREE LENGTH	MOSS	RATE
TR4A to (?)	211658 "Short"	9.5"	N/A	280 lb.
TR4 From (?)*	213166 "Long"	11"	675-035	280 lb.
TR250/6 to	214293	10.375"	675-055	320 lb.
CC61570 (1973)				
TR250/6 From	216275	11.375"	675-045	354 lb.A
ALL TR4A-6				
MOSS Competition Spring Set	N/A	10.1875"	670-148	390 lb.

*Specified as a replacement for earlier "short" springs, in pairs only.

you can expect a nice wallowy ride as Triumph intended.

If you're interested in something above the stock springs, we offer a really nice blue painted spring set which compares to factory spring V-739, and is my personal favorite. Unlike originals, this spring is progressive, meaning it gets stiffer as it's compressed more. This is nice - you can bounce the car easily at first, yet after 1/2 inch of travel it stiffens up quite a bit. This gives a comfortable ride with lots of control.

I've fitted this set to both a TR4A and a TR250 with wonderful results. I've also suggested this set to a number

of our customers who report good results on both early and late TR6's (post '73 cars may require packing piece 675-065 to maintain stock ride height, as this spring is shorter than stock versions). In my opinion this spring is what the factory should have used to give a nicely controlled but not too stiff ride.

That about finishes things up on springs. For those seeking all-out racing goodies, we offer a selection of competition-grade spring sets on a special order basis, directly from TriumphTune in England. Please contact any Moss salesperson for details.

MOSS

Position Available

Eastern Regional Manager

We are looking for an experienced management professional - with an emphasis on sales - to join our management team. A qualified individual will have strong organizational and motivational skills. A background in British auto parts distribution is a plus, and a thorough working knowledge of British automobiles is a must. The position is located in Northwest New Jersey.

Proactive involvement is expected. Your input will help expand our customer and product base. This is your opportunity to help grow an important component of the largest classic British parts distributor in the US. Please send resume and salary history to:

Arthur Dewolf
Personnel Manager
400 Rutherford St., Goleta, CA 93117

(No phone calls please.)

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator



TR's at the Moss Festival - Full report in our next issue!

Hope you are all enjoying this great summer of sports car motoring. We've been to some terrific events this past few weeks and we still have nearly half the season to go!

I was thinking the other day how lucky we are to be able to drive our cars whenever, and almost wherever, we wish, and I got a couple of letters which made me ponder that we are much luckier than we realize!



You never know what you'll find at British car meets

One letter told me of an event where the local club took a bunch of blind children on a "Braille" rally. The kids had their navigational instructions in Braille and read them off to the sighted driver as they ran the route. Now it's a rush to drive an MG or a Triumph when you can see- but can you imagine the thrill these youngsters got being hurtled along with the wind in their hair? Can you visualize yourself driving the car but being told by someone who can't see where to go? The children feel important-they feel they

are in charge-and they are doing something they never dreamed they would ever do-run a British sports car rally! Several clubs undertake the Braille rally exercise and some of these events are long established. What a way to use your car instead of just driving it around!

Another instance of community service was the adoption by the MG Club of Baltimore, of a stretch of highway-the verges of which they keep clean. In return there are signs at each end of the stretch which proclaim just who is responsible for keeping this stretch of road in litter-free condition. Neat idea and good publicity for the club!

My second letter told me of a club who organized a British Car Meet, where everyone had a great time, and all the profits went to charity. Again this is not uncommon, but it makes me wonder if YOUR club should undertake something like this to assist those

less fortunate than we are. I guess I'm trying to say that it might be worth considering mounting such an event if your club does not already do so.

By the same token why not write and tell us what your club has been doing to help those who are disadvantaged compared to us? We'll print a selection of the best stories received and I'm sure it will not only show our readers what a great bunch you are, but might inspire some other organizations to get cracking!

any deer which might have wandered onto the back roads! However the fog burned off and we were able to make up the lost time.

We reached Dover around 9.30a.m. having passed and been passed, by other enthusiasts on their way to the show and when we arrived the show car area was already filling up and many vendors were to be seen setting up to sell their wares. With a temperature of around 80 degrees and sunny skies, we saw over a hundred cars ranging from MGs to TVRs, and there was a sizable contingent of Triumphs on hand.

How to ruin your British Car Event!

We're always trying to improve on the quality and presentation of our British events whether it's a one day affair or a full blown convention. However not all meets run smoothly, and often this is mainly due to lousy organization and attitude, plus sometimes the people putting on the event get carried away by their own importance! So if you really want to screw up your meet then here are our top 10 suggestions you might wish to follow:

First of all choose your event team carefully. Make sure you only get promising people. People who will promise all the help you need six months in advance, but the day before the meet, tell you they can't assist because their mother-in law is flying in from Alaska!

1. DO NOT advertise the event, at least not until the week before it takes place. Do not let "Moss Motoring" know the date, and certainly your local press and TV station should be kept completely in the dark. This way you are able to throw the attendees and any potential sponsors, advertisers or prize donors for a complete loop. They'll never forget you!

2. DO NOT greet people cordially when they arrive at your event! , but by all means make disparaging remarks about the type and the condition of the car they arrive in. Also undertake registration at the gate as slowly as you possibly can. This way you will get to enjoy a long, frustrated line of cars and owners, especially those who might have pre-registered.

3. THROW away the clocks! Do everything on a random basis so you can enjoy the discomfort of those who have the audacity to try and stick to the published time schedule.

4. NEVER, never, allow two members of your helping team to give out identical pieces of information. It will make for a far better puzzle if everyone tells a different story, and if those pieces of information change regularly!

5. MAKE SURE you position the cars at the show site so that they face away from the sun! Then all the people with their PHD instamatic/automatic cameras will get lousy photographs, from shooting against the light. This way you may persuade Kodak or Fuji to sponsor your event next year! (PHD by the way means "Push Here Dummy!")

6. PRACTICE APARTHEID- Position all the high dollar cars on one side of the field and send the Midgets and the Spitfires to the far corner of the site! You will succeed in making some poor unfortunate feel very inferior.

7. ONLY ALLOW about 30 minutes maximum for people to vote, (if it's a popular choice show) alternatively if the show is to be judged make sure the judges know nothing at all about British cars. This way they will go for the MGB with the 454 Chevy installed! Also if it is a popular vote show make sure you enter your car, and if you don't have an organizer's class-create one- and get all your buddies to vote for your car! Best way

Prize presentations took place at 2PM and by 3.30 we were on our way back to Baltimore after a super day. Our thanks to Moss Motors and the hard working organizing club, for a super day!

Richard Liddick,
MGs of Baltimore.



however is not to let anyone know there's any voting going on at all! Above all conceal the ballot box.

8. MAKE SURE the awards/prize presentation goes on for at least three hours! This way you ensure that some potential prizewinners will get teed off and go home without their award, which you can then save and use next time. If you have mounted an expensive awards banquet, then your task is to get the dullest presenter you can find, who will then plod his way through dozens of classes, in a boring monotone with a non-working mike, so that the "Car of the Show" finale announcement is a complete anticlimax! This is a cardinal rule in ruining a show-Do not let the excitement build! Also a good tip is to give the long distance award to the guy who drove his Buick from Florida and stopped off at the meet just on chance.


9. BE SURE to practice your "I'm in charge" mode. You'll need it many times especially when visitors have the temerity to enquire about timing or the judging criteria, or any other small thing that might go wrong.

10. FINALLY DO NOT make any attempt to tidy up the show site either during or after your event, this will endear you to the site owners, and ensure that you get a different place to hold the show every year!

We have only been able to give you a few pointers on making a complete mess of your show, but we're sure some of our other readers will contribute to our knowledge on this subject. And while this has been written with tongue firmly planted in cheek, don't laugh too hard. It happened!

Sue Mason and Ken Smith
(Just for the record-Sue organized the very successful British Car Show in Fairhope, Alabama for four years, and the last event Ken organized attracted over 5000 cars to an event in England! -but what do they know?)

New!



What does Clipper Blue look like?

Now you can stop guessing, because Moss has an English paint manufacturer producing touch up paints for MG T-series.

Paints come in 125ml (4.25 fl. oz.) cans with a convenient brush-in-cap. Of course, we don't actually expect that you'll be able to go out to your 40-plus year old car and touch up scratches; instead, we're offering these paints to help take the guesswork out of matching an original color. Buy the colors you like and simply take samples to your local paint store for accurate computerized matching. What could be easier?

These paints are ideal if you want to paint plastic models and toy cars with authentic colors! Our Touch Up colors have been extensively researched, and are as close to known original colors as you can get...and they're only available from Moss.

Please note: Initial stocks are limited, but we have more inventory and additional colors on the way.

MGTC (1945-49)	Moss Name	Moss #
"Factory" Color		
Red (MG Red)	Reno Red	216-025
(Regency Red)		
Green (Shires Green)	Almond Green	216-300
(MG Green)		
Blue	Clipper Blue	216-215
MGTD (1949-53)		
MG Red	Reno Red	216-025
Autumn Red	Autumn Red	216-070
Almond Green	Almond Green	216-300
Ivory	Ivory	216-310
Clipper Blue	Clipper Blue	216-215
Woodland Green	British Racing Green (dark)	216-290
MG TF (1953-55)		
MG Red	Reno Red	216-215
Almond Green	Almond Green	216-300
Ivory	Ivory	216-310
Birch Grey	Birch Grey	N/A

British Events Calendar

The Most Comprehensive Listing of British Events Anywhere!

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 September 30, 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 traveling.)

- August 3-7 Vintage Triumph Register Convention, Asheville, NC, Jamie Palmer, 919-639-4907
- August 4 - 7 Southeast Regional MG Festival, Belleview Mido Resort Hotel in Clearwater, FL, Bruce Rauch, 813-576-9474 or 813-576-9570
- August 4 - 7 British Car Festival, at Ramada Inn in Auburn, MA, Robert Stahlbush, 401-944-8727
- August 5-7 Southeastern MG Festival, Clearwater, FL, Bert Rauch, 813-576-9474
- August 6 10th Annual British Car and Cycle Day, Dayton Art Institute - Dayton, OH, Jim Quillen, 513-252-1948
- August 9-14 Austin-Healey West Coast Meet, Ventura, CA, 818-998-6932 (Incorporates Austin-Healey Day at Moss, Aug 13)
- August 13th. All Morgan Car Show, Redmond, WA. Michael Amos, 8056 161st Ave NE, Redmond, WA.98052.
- August 12-14 American MGC Register Convention, Toronto, Ontario, Canada, Keith Holdsworth, 416-889-4028
- August 18 - 21 Encounter '94, Allentown, PA, John Morrison, 215-538-3813
- August 19 - 21 MG/Jaguar Heritage Classic Concours and Slalom, Doug Gale, 604-521-3021
- August 19-21 University Motors Summer Party, Grand Rapids, MI, John Twist, 616-682-0800
- August 19 - 21 14th Annual Rendezvous, at Embarcadero in Newport, OR
- August 20 Jaguar Concours & All British, at Park City Utah, Cary Pizza (801) 485-7366
- August 26 - 28 Monterey Historic Races, David Carrier, 408-688-2727 or John Krischer, 408-688-0676
- August 28 5th Annual "A taste of Britain" Car Show and Polo Match, Lancaster, PA, Raymond Emery, 717-872-7528
- Sept 2-4 11th Annual Vintage Car races, at Steamboat Springs, Vince Quick (303) 671-6174
- Sept 4 Autumn Sports Classic, Como Lake Park (Casino), Lancaster, NY, Lynne Puma, 718-632-9001
- Sept 8-11 NEMGTR. G.O.F. MK 59, Trumbull, CT, Dick Knudson, 607-432-6835
- Sept 8-11 40th Anniversary Collier Cup MG Race, Watkins Glen, NY, Greg Prehodka, 201-473-3888 (Sponsored by Moss Motors).
- Sept 10 British Car Day, St. Louis, MO, John Mangles, 314-939-9338
- Sept 11 British Car Day, Palo Alto, CA Rick Feibusch 310-392-6605
- Sept 11 British Car Gathering, Wickham Park, Manchester, CT
- Sept 11 Battle of The Brits, Sterling Heights, MI, Steve Calkins, 810-268-9495 or Jack Fuller, 810-553-8738
- Sept 11 Third Annual British Car Show & Swap Meet, Cleveland, OH, Bob Palmer, 216-274-0017
- Sept 11 British Car Festival, Oakton Community College, Des Plaines, IL, Mahlon & Jan Hillard, 708-885-7789
- Sept 17 MOSS FALL CLASSIC ALL BRITISH, Goleta, CA, 800-235-6954
- Sept 17-18 British Car Conclave, Arvada, CO, Scott Story, 303-755-1426
- Sept 18 British Car Day 1994, at Historic Berkeley Plantation, Williamsburg, VA Dave Harrison, 804-748-4601 or Barbara Andres, 804-346-4840
- Sept 23-25 Indy British Motor Days, Conner Prairie, Indianapolis, Brett Johnson, 317-849-2001
- Sept 23-25th Rio Grande British Car Meet. Silver City. NM. Tyler Irwin (505) 299-7864.
- Sept. 24 15th Annual "MGs on the Rocks", Rocks State Park, near Bel Air, MD, Richard Liddick, 410-

- 882-6896
 - Sept. 24 Jaguar Auto Group Autumn Meet & All British, at ????, Bob Herfurth (908) 369-3300.
 - Sept 24 MG's On The Green, Davidson College near Charlotte, NC, Tom Cotter, 704-455-3500
 - Sept 29-30-Oct 1-2 Triumphfest '94, San Diego, CA, Dave Johnson, 619-693-0443
 - Sept 30 -Oct 1-2 British Car Festival Weekend, Waynesboro, VA, Roger Hammond, 703-377-4652
 - Sept. 29-Oct. 1, 6 Pack Trials '94, Holiday Inn in Richfield, OH, Beverly Floyd 216-666-2817
 - Oct. 1 4th Annual British Car Day, USS Battleship Alabama Memorial Park, Mobile Bay, AL, Ben Caddel, 205-661-9388 or Mike Thomason, 205-343-0726
 - Oct. 1-2 1994 AMGBA National Convention, San Diego, CA, 800-723-MGMG
 - Oct. 1-2 Tri-Healey Ozark Meet, Inn, Osage Beach, MO, Joseph Smathers, Jr., 913-842-4822
 - Oct. 2 San Diego All British Car Day, Del Mar, CA
 - Oct. 7-9 Hospitality Savannah - A British Motoring Weekend, Savannah, GA, Charles Anderson, 912-897-9933
 - Oct. 14 - 15 11th Annual Memphis British Car & Cycle Fest, Memphis, TN, Jim Hofer, 800-344-9683 or Bill Cravens, 901-683-7195
 - Oct. 15 MOSS MG MARQUE DAY, Dover, NJ, Tony Pfister 201-365-0363
 - Oct. 15 8th Annual All British Meet & Autojumble, Picnic Island Park, Tampa, FL, Coleman Keck, 813-752-0186
 - Oct. 22 British Wire Wheel Tech Session, Dave Carrier, 408-688-2727 or John Krischer, 408-688-0676
 - Oct. 22nd British Car Classic MkIV, St Augustine, FL. Tony Kimball, 904 268-8137.
 - Oct. 23 Autumn Classic Concours, Santa Cruz, CA, Bill Meade, 408-459-9636
 - Oct. 28 - 30 Mini GOF '94 Roadrunner Roundup, Flagstaff, AZ, Lee Kaplan, 602-937-1203
- We're happy to list your British sports car event in Moss Motoring, providing you with several hundred thousand potential participants!

THE 1994 MOSS MOTORING PHOTO CONTEST

As we've made our way through the summer, we've seen some great events and we must also have seen a million rolls of film being exposed by all you great photographers out there! So what better time than to choose the best of your work and submit it for the 1994 Moss Motoring Photo Contest?

As we told you in our last issue we have increased the prize fund and there is over Five hundred dollars in total waiting for the winners, but you must submit your entries by OCTOBER 31ST 1994. So get cracking, and send your entries to:

MOSS MOTORS PHOTO CONTEST
400 RUTHERFORD STREET
GOLETA, CA 93117

And once again here are the rules:

1. All entries must be received no later than October 31st 1994. Please see paragraph 4 for information that must accompany each entry.
2. Each entry must be the original unpublished work of the entrant.
3. Entries will be judged on the basis of content, photographic skill and appropriateness.
4. Each entry must be labeled with the photographer's name and address. We suggest that you attach a separate label to the reverse side of the print. Do not write on either the back paper or the emulsion side of the print. Up to three (3) submissions will be accepted from each entrant, but each must be labeled individually.
5. This contest is limited to Black & White and/or Color prints only. Entries must be no smaller than 5" X 7" nor larger than 11" X 14" glossy prints. We regret that we are unable to accept color transparencies for this contest.
6. All entries become the property of Moss Motors for their exclusive use. No

entries can be returned.

7. If there are recognizable persons in your entry a signed release must accompany your entry. If securing a release is impossible, a note of explanation as to why a consenting signature could not be obtained must accompany each entry.

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At least six HONORABLE MENTIONS will be awarded a \$35.00 (Thirty Five dollars) certificate.

All entrants will receive a \$5.00 gift certificate.



THE 1994 "MOSS MOTORING" JOURNALISM AWARDS

What do these names mean to you? 'Spoke and Word'? 'Boot & Bonnet'? 'Tales & Trails'? 'The Roars'? 'Bluebonnet'? Nothing? Well these are the titles of some of the hundred or so fine club publications we receive at Moss each and every month. These plus several 'Octagons', 'Healey News' and the 'Jagwire' are all avidly read by our staff, and very impressed they are.

So we have resumed our search for the best club publications with the "Moss Journalism Awards 1994" and the entries will be judged by a distinguished panel of people who know just what it is to put a magazine together especially on a voluntary basis and with limited resources.

Assisting the Editor of "Moss Motoring" will be Barbara Davis manager of the graphics production house which produces "M.M.", also our senior motoring scribe, Harry Newton has agreed to come up for lunch one day and help sort the entries out!

Robert Goldman our Corporate Marketing Manager, Mike Chaput our enthusiastic Sales Manager, plus Jamie Pfeifer our Art & Advertising honcho complete the panel.

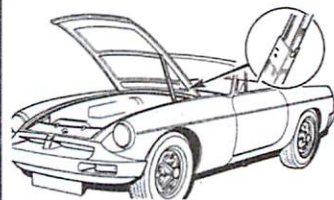
There will be several different categories for clubs large and small and every publication submitted will receive equal consideration. All entries will receive a special certificate signifying their efforts, and the winners will receive unique plaques, plus a valuable Moss gift certificate to be used by your club.

If you wish to enter YOUR club publication for consideration by the judges, then please send a self addressed stamped envelope for an entry form to: Barbara Thorpe, 'Moss Motoring', 400 Rutherford St, Goleta CA. 93117. Mark the envelope "MOJAS". Closing date for entries is November 1st 1994. How would you like to put "Winner-Moss Motoring Journalism Award" on the front cover of YOUR magazine in 1995?!

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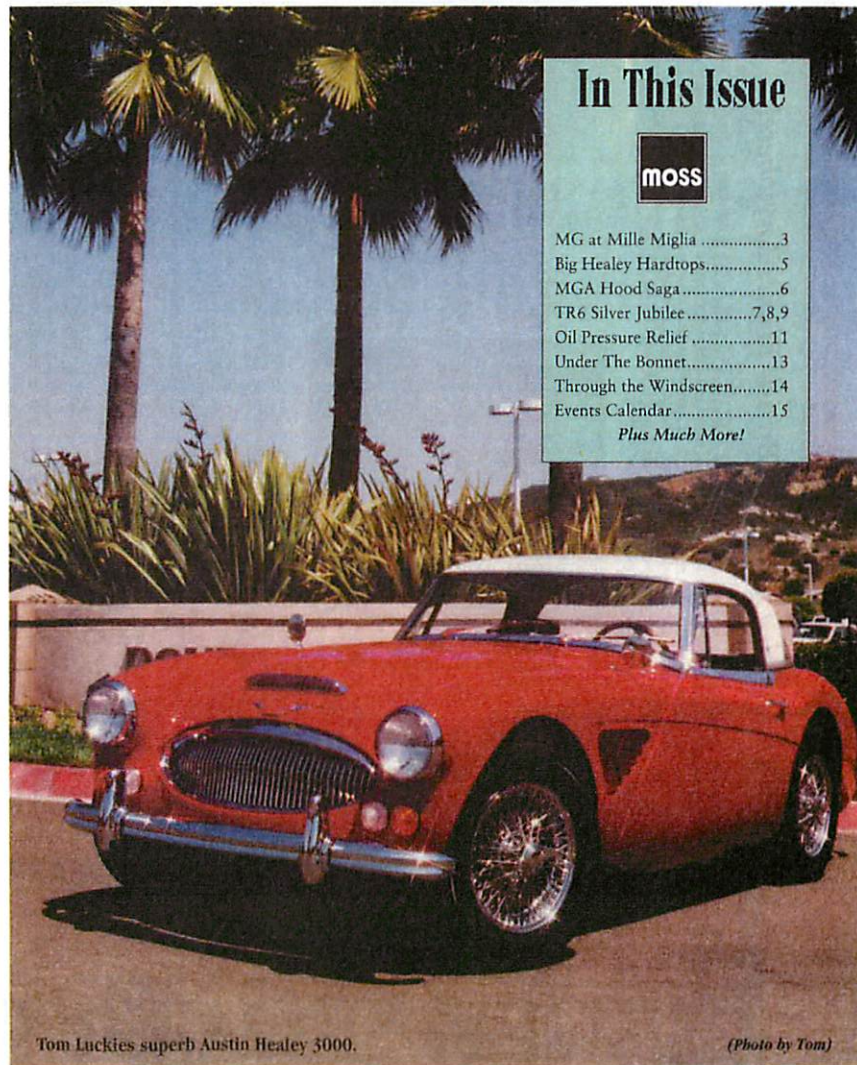
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- Plus Much More!*



Tom Luckies superb Austin Healey 3000.

(Photo by Tom)