

MOSS MOTORING

Serving British Sports Car Enthusiasts Since 1948 • Our 11th Year of Publication • Spring 1994

Scene and...

New MG in 1994?

Autocar magazine in England seems fairly confident that another new MG is on the way from the Rover Group and Rover have not denied it, offering a "No Comment". Following the success of the limited run of MG RV8's introduced last year, it would appear that the new model will utilize some of the all-steel floorpans and pressings from the Metro, and would be produced at Coventry and Longbridge.

Autocar suggest that two engines would be offered. A 1.4 liter developing 103 BHP and a 1.6 putting out 140BHP, and a base price of some \$20,000 is envisaged. The car would be a two seater convertible with optional hard top. We await developments with interest!

California Classics

Want to see some great classic cars in action? Or have you got the odd \$3000.00 to spare to enter? The 1994 California Mille will be run again from May 17th to 21st, just two weeks after the genuine Mille Miglia takes place. The event starts at Corte Madera, just north of San Francisco, and last year ran up to Mendocino, then Eureka, back down to Graeagles, before finishing at Corte Madera. The route book said "We've substituted the Pacific Ocean for the Adriatic, and possibly have more interesting roads into the bargain!" Last year the entries included our friend Bob Lutz in a Citroen who said "The attraction of this event is a combination of like-minded people who enjoy the essence of great cars and the Northern California scenery which comes a close second. It has to be one of the most spectacular runs in the world". Details, call 415-626-2300.

Octagon Heads East!

The English aren't the only ones to drive on the left—they also do likewise in Japan, hence the right hand drive MG RV8 will be on sale in Japan from early 1994 following strong pleas from Japanese octagonal enthusiasts! However Rover Cars does not plan to increase the limited 2000 vehicle production run of the RV8 already scheduled.

MGB/C Alloy Bonnets

British Motor Heritage reused the original factory tooling for one last run (tooling damaged during manufacture). Soon to be in stock at Moss Motors!

...Heard

"Our Austin-Healey Sprite is the only car my girl friend and I have, not a lot of car for everyday use one might think but appearances can be deceptive! The Sprite is ideal transport for two people, is cheap to run and the blast furnace like heating keeps us warm even in the coldest winter...Wait a minute I forgot to mention how much fun it is to drive!

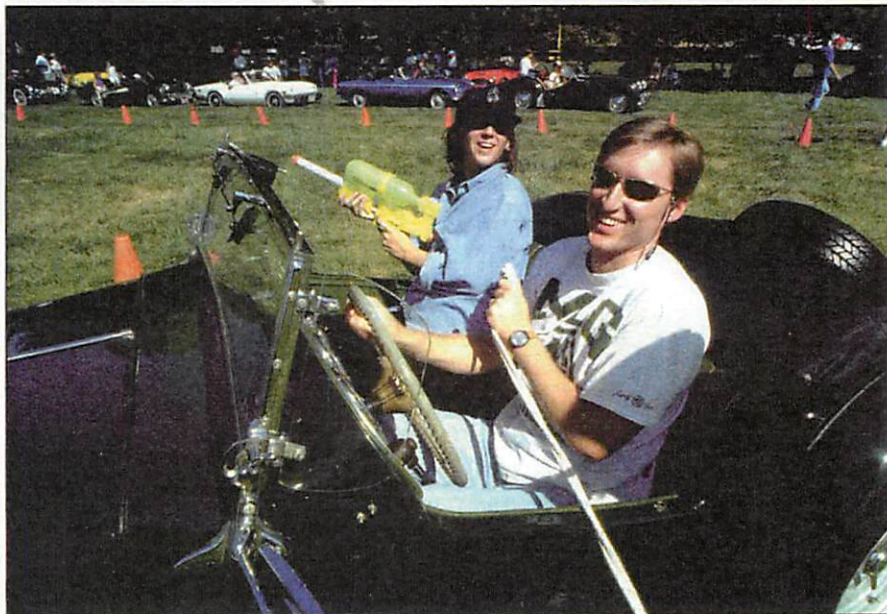
Alexander Frass, Scotland

"The winner of the International Healey Concours, a 1964 Austin-Healey 3000 Mk III was recently sold at Brooks auction house in England for the incredible sum of nearly \$50,000, a figure however that almost matches the likely retail cost of a quality restoration at some of the Healey specialists"

Richard Hudson Evans, Popular Classics.

"Austin-Healey, Triumph and MG achieved their great successes when they were part of small, simply structured firms that permitted a degree of operational freedom... Big is not always better, especially when a firm lacks adequate expansion resources and concentrates upon its weaknesses to the detriment of its strengths."

Tim Whistler, 1971 Midget owner
Audacity Magazine



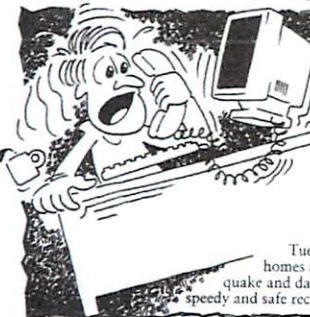
RAVE REVIEWS TELL ALL!

Successful Moss Festival



"I would like to say several words of thank you to Moss Motors and Howard Goldman, their chairman, for the 1st Annual British Car Festival held this year at "The Flag Is Up" farm near Solvang. Thank You. Thank You. THANK YOU!"

"We had a fantastic time, and are all looking forward to next year. Please convey our thanks to all involved, and also to the people at "Flag Is Up Farms". The setting was outstanding!"



A Rockin' and a Rollin'

Like the residents of Los Angeles, we were jolted wide awake at 4:31am January 17, to the fury of the Northridge earthquake. To our customers who tried in vain to reach us, we apologize for any inconvenience; our power was shut down until late Monday afternoon, our toll-free phone lines until Tuesday morning. To those of you whose homes and businesses were affected by the quake and days of heavy aftershocks, we wish you a speedy and safe recovery.

"I just wanted to say congratulations to you all on your very successful British Car Festival! I was really impressed by how well organized everything was, and how well all of the events and entertainments came off. I had a really great time!"

For those of you who didn't go, it will be difficult to recount in this article the atmosphere of a bunch of British car enthusiasts getting together! The idea was handed down from on high so to speak from our Chairman, Howard Goldman in fact! Why not have a festival for British Sports Car enthusiasts, the prime element of which would be fun? Different from other similar meetings in that it would be a fairly loosely structured and a total non-pressure event, in a setting that would enhance the cars. Thus was born the first Moss Motors British Car Festival held in the beautiful Santa Ynez valley, 120 miles north of Los Angeles.

The September sun shone on a superb event, with over 200 cars attending during the three days of laid back activity which included a scenic rally through the wine country of Santa Barbara county, or if your tastes were of a more competitive kind, a TSD rally where stop

watch techniques were required and developed by the drivers and navigators. Highlight of the 'hard' driving events had to be the slalom held in the main street of Buellton which attracted a large audience.

Shopping trips to the Danish oriented town of Solvang proved very popular, as did the daily tours over the scenic San Marcos pass to the Moss facility in Goleta, where drivers were welcomed by the Moss Crew and given tours of the complex of the Worlds oldest sports car specialist.



However, it was at the event headquarters, the majestic Flag is Up Farm that the majority of the action took place. Many people brought their RVs, tents, trailers and sleeping bags, to enable them to stay on the site and enjoy all the fun! And what a variety of fun they could enjoy. Hayrides around the ranch, watching a master of horsemanship, Monty Roberts, break in a thoroughbred from scratch, walking tours through superb scenery with deer and peacocks. The kids loved it! In the evening under a giant marquee, western meals were served and many people learned to line dance for the very first time under the direction of Donna Cooper, our Moss Customer Services Manager. This proved so popular that for the final two days we had to enlarge the dance floor which had been installed!

Technical help was available throughout the Festival for drivers with

Continued on page 3

MOSS

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Contributions Invited

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

Editor: Moss Motoring
400 Rutherford Street
Goleta, CA 93117

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

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

\$100.00 Gift Certificates

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

\$50.00 Gift Certificates

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

\$25.00 Gift Certificates

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

Recently I was driving around Los Angeles on one of the myriad freeways that criss cross the City of Angels, although there was nothing at all angelic about this particular day! Raining, six lanes of backed up traffic, accidents all over the place, rowing up and down through the gearbox, stop and start, stop and start, I often liken it to a zoo!

The radio is really the only thing that stops you going bonkers at times like these, you don't really listen to it, it's just there in the background, but suddenly a phrase leapt out of the speakers which at first seemed incongruous considering my surroundings.

It was a commercial for an automobile, and I can't honestly remember which model they were pushing, maybe it was Chrysler but the punchline of the advertisement was "This car will bring back a pastime you may have forgotten-it's called driving"! I ruminated on this sober thought as we encountered yet another wreck at the roadside!

I thought how lucky we are to have our little British sports cars, which look and drive so differently from the rest of the thousand of vehicles around us. Not many (if any) of our cars are leased, and in many cases they are all paid for! And how different when we are able to go out and get sheer pleasure from driving- what a pastime to be sure! Even being asked to take the other half on a trip to K-Mart can be an adventure, because of the delight of moving up through the gears and getting admiring glances as you park in the only space available - clearly marked "compact" while the guy in the Lincoln has to park three blocks away!

And Boy!-when you get off those freeways what delights are opened up to us on the back roads and lanes, the mountains and the shorelines of this

great country, made even more enjoyable because we are driving something we either love and cherish, or hate but are determined that one day it will run

From The



Cockpit

Ken Smith, Editor

properly, so let's show the car what's in store if it behaves itself! You needn't drive far, but you do need to drive your car if you are to get the maximum benefit from owning such a classic. I myself have driven in eighteen different countries around the world, and through 47 of the 50 states, and yet I still get a thrill when I drive the few miles to the office each morning in my British Sports car.

Wave at the MGB driver I see every morning going the other way, and by the time I reach the first set of lights, it's time to push home the choke.

Get in, fasten the belt, pull the choke and turn the key- there we go! Out of the drive, turn into the road and let her go. Wave at the MGB driver I see every morning going the other way, and by the time I reach the first set of lights it's time to push home the choke. Then a long stretch to the next set of lights, where usually one of my co-workers in a Triumph pulls alongside me and we both grin at each other while people wonder what the heck is between these two. Well, if you have to ask then don't ever buy a British

sports car! Pulling into the company car park I see MGs, Triumphs, Healeys, sometimes even a Morgan and my car knows it is among friends.

The point of all this is that I am urging you to get out this coming Summer and drive your British Classic, even if it's only to work! You'll feel a lot better for it and the car will appreciate getting some fresh air around its trunnions!

Finally thanks to all of you who responded to our 'clunker' article in the Winter issue of Moss Motoring, we give below some of the organizations you might like to contact for more information on this insidious, creeping trend

which seriously threatens your car and the aforementioned pleasure of driving it! We would also like to compliment the various club publications who have taken up the task of informing their members as to what's happening- one more reason to join your local club and be in the forefront of the 'save the classic' movement.

Council of Vehicle Associations (COVA)
10400 Roberts Road
Palos Hills, IL 60465
708-598-7070

CARE
116 N. St. Asaph Street
Alexandria, VA 22314
800-229-5380

MOSS

New British Car Clubs

British Motoring Club

827 Timberlane Road,
Pike Road, AL 36064.
Contact: Hamer Phillips
205-277-3645. All British

Brits of the Hudson

150 Walsh Road,
New Windsor, NY 12553.
Contact: John.R.Pagano.

care of whatever my current problem requires.

Sincerely,
Dee.N.Fitch.

P.S. You really do have the best returns policy in the business!

St. Joseph, IL

Dear Moss,

Thought you would like this picture of Jean wearing the Moss T-shirt she won for displaying a Moss decal on her car.



It never ceases to amaze me how many people will walk up and start talking to you when you are wearing an MG shirt of any kind!

Safety Fast,
Rick & Jean Ingram

Sprite-Midget Original Style Gearshift Knob

Fits 1098, 1275 thru '71. An exact repro of the original black plastic gearshift knob with white lettered shift pattern and rubber insert. The quality of these reproductions is excellent!

462-775 \$8.95

Dear Editor, Dear Editor,

El Paso, TX.

Dear Moss,

Enclosed is a photograph of a structure we are building to house our cars- two 1976 TR6's (one with 322 miles!) and sundry American iron. We started construction in January of 1993 and when completed the first floor will be just for the cars and the second floor will be living area with 14ft ceilings and 40% window area. All construction is block, concrete and steel and the overall area is 67ft x 30ft sitting in a five acre site.



However we have some word to pass on to other prospective TR garage builders:

1. Always check dimensions, construction people will tell you what they want to hear! never take anything for granted.

2. Two of the five bricklayers we hired didn't even own a level and we ended up buying one for them! It is more than likely that if they've never owned a level they will lay the block freehand, with or without a level. Nice thing about block though- you can tear it down until you get it right.....

3. Leave no more materials on the job

site, than you are willing to lose.

We are now ready to place the steel joist and lay the concrete for the second floor, and we hope to finish in the next six months. All this is why you at Moss haven't heard anything from us lately!

Val & Elizabeth Blazer

Belle Haven, VA.

Dear Moss,

You guys are the greatest!-I really mean this and am not just blowing smoke.

I am trying to breathe new life into a 1980 MGB and I actually believe (hope!) the car is in good shape and does not really require CPR but just the judicious application of a dose of smelling salts!

Anyway were it not for your excellent source of parts and your quick response I do believe I would be totally out of luck. Even more importantly your people are the most friendly of any mail order supply house I have ever dealt with, and each person I have talked to seemed to be genuinely interested in my problem and suggest what parts might be needed to fix the problem.

I must in particular single out and commend Eric Wilhelm in Technical Services and Frank in returns. Being retired I have a tendency to overwork your 800 number, and these two individuals are the usual recipients of my frequent phone calls. In spite of my incessant bugging they always seem interested in hearing from me and taking

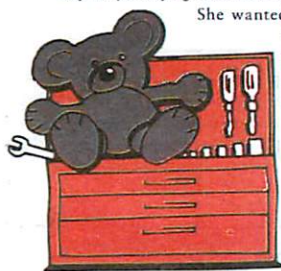
Daddy's Little Helper

Dan Zebarah, Lincoln Park, MI

Like most men, I have been an automobile freak since I was a small child. Now that I'm a big child, I own a sports car that I'm in the process of restoring.

Two short summers ago, I tackled an engine rebuild with the assistance of my daughter Lisa, who was three at the time. I'm sure most of you have struggled with a major task of this scope, but how many have tried to do so while accompanied by a three-year-old? Like most children her age, she wants to help so-o-o-o badly that the only way you are going to get ANYTHING done is to let her help you. This creates a situation which I can only compare to being interrogated by Mr. Rogers. I tried to let her help by holding tools or bolts. This didn't work. Since her attention span was that of a three-year old (no kidding), she got very quickly bored with the holding part and moved on to another activity. Not only did I have to hunt HER down, but then I had to hunt down whatever it was that she was holding, because Lisa and the tool were never in the same place. She was on her swing and the screwdriver was in the dog's water dish behind the garage. Other times she would just want to watch, grilling me like a KGB agent. A typical conversation sounded like this: "Whatcha doing, Daddy?" "Fixing the car." "Why are you fixing the car?" "Because it doesn't work." "Why doesn't it work?" "Because it's broken." "Why is it broken?" "I DON'T KNOW!" "Why don't you know?" "Because I haven't figured it out yet!" "Why haven't you figured it out yet?" "BECAUSE I'M ANSWERING YOUR QUESTIONS!!" "Why are you answering my questions?" "AAAAAAAAAAAAARGH..."

"Why are you saying 'aaaaaargh'?"



She wanted to bring my tools to me and I let her. This turned into a game. I would lie underneath the car and she would line up the tools behind my back so that when I moved, a screwdriver, wrench, or whatever jabbed me in the ribs. This game was called "Listen to Daddy make funny noises".

There was the time she hit my toe with a six-pound wrench, causing me to sit up, hitting my forehead against the under side of the car. The resulting pain caused me to jerk my head back and slam it into the garage floor, then up into the car again, then back to the floor, and so on until I decided to get out from under the car.

"LISA!!!!!!!" "But Daddy," she said, giving me that wounded puppy look, "there was an ant on your foot." Sheepishly (I just can't yell at a crying female) I explained to her not to do that anymore and walked into the house for an aspirin.

Being a glutton for punishment, I decided that she couldn't do much damage with an old rawhide mallet (the previous episode muddled my reasoning), so I let her hold that and crawled back under the car. After a few minutes, I heard a loud clanging noise and saw the car start to shake. I looked over and saw Lisa lying next to me pounding the jackstand with the mallet. I haven't moved that fast in years.

This year, Lisa, now five, is a tremendous help with my car. Since all the mechanical work is finished, she helps me with the washing and waxing. I learned to pick a hot day, because a hose-wielding five-year-old is the surest way to get drenched!

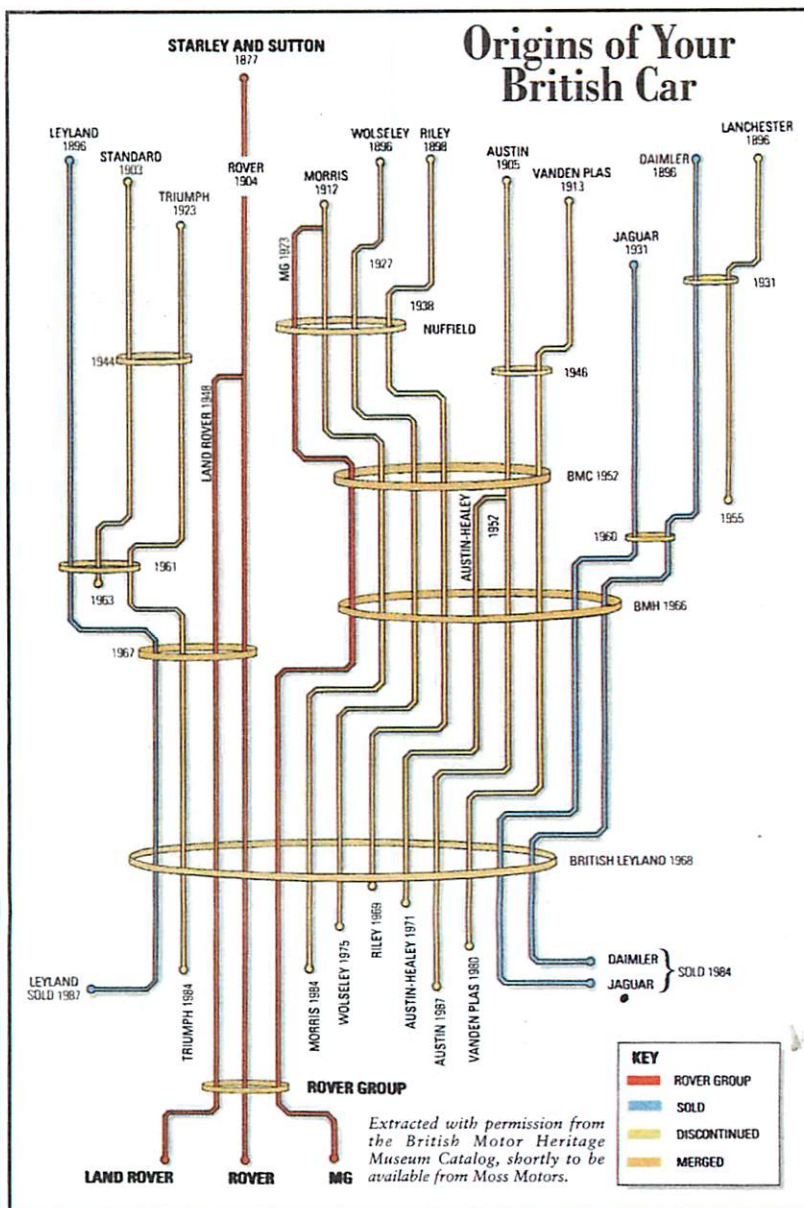
She is extremely thorough, taking half an hour with a sponge to wash one section of fender while I wash the rest of the car, apply a coat of wax, and eat lunch. David, her three-year-old brother takes care of the wheels because that's about as high as he can reach.

Most of the time, I have to wash the car again, but watching them help me is worth all the extra work. I certainly admire their enthusiasm and meticulousness.

I am now in the process of restoring another MG, just in time to be assaulted by another three-year-old full of questions. To most people, I probably seem like a glutton for punishment. But there are some things that make up for the inconveniences that make a two hour job stretch into an entire weekend. There's the pride that the kids show because they helped Daddy with his car.



Origins of Your British Car



Extracted with permission from the British Motor Heritage Museum Catalog, shortly to be available from Moss Motors.

Moss Festival Continued from 1

problems from qualified Moss staffers, and the installation of a lift from Parking Solutions Ltd, to raise the cars proved popular and timely! Meanwhile at the fully computerized Moss Sales marquee, advice was given and orders were taken, with delivery of items to the festival. The spark plug and wheel change contests proved popular, and the Pinewood Derby saw the kids take all the prizes! Meanwhile in the paddock the funkhana attracted a large entry despite the 90° temperature!, and the self judged car display saw a wide variety of British sports machinery on show.

During the Festival we were pleased to welcome Charles Runyan from the Roadster Factory. Charles sampled some of the delights the surrounding countryside, (a bit different from Pennsylvania!) had to offer, driving in the TR250 of Jan Dawson. Several local British Car Clubs had their own display and recruitment areas, and many reported good membership gains. We even had a visit from the motoring correspondent of the Los Angeles times who brought along the latest Ford Mustang for us to view before even the dealers had seen it!

The final evening saw awards of a modest nature handed out, and the event concluded with more festive activity and dancing before participants retired in the early hours. All in all a great event, even though we say it ourselves, and a lot of the credit for its success must go to Moss Marketing Coordinator, W.Harry Haigh who masterminded the whole show.

By the way many people asked where was the hot air balloon? Well we wanted a normal balloon but living in Southern California we were treated to a "Stealth" hot air balloon which unfortunately no one was able to see!

And Now for the Good News! We're Going to Do it Again!

Yes- on June 16-17-18 & 19th, 1994, we will again be at the Flag is Up Farm with warm sunny days and shorter nights, and even more for you all to see and do at modest cost. So mark your calendar and make sure you come to the Second Moss Motors British Car Festival. Bring your RV, tent, trailer or whatever, bring your spouse, your date or mother-in-law, and don't forget the kids! Or stay in one of the many superb hotels we have, in the immediate vicinity. Above all DRIVE your British car to the festival. Last year we had Berkleys and Bentleys, Lotus and Minis in addition to the cars we normally cater to. If it's British-bring it! We assure you of a warm welcome and a real good time! (and there will be a hot air balloon you can see and ride in!) For further details, and registration materials, call 800-235-6953

(We'd like to take time out to thank all those people who made the Moss British Car Festival such a wonderful success, but space is at a premium in this issue of Moss Motoring however we must single out Monty & Pat Roberts, owner's of the Flag is Up Farm, and their son Marty who catered the food. Stan ("I wanna be in movies!") the security chief who ensured there was not the slightest hint of trouble, the Buellton Chamber of Commerce and the Solvang Chamber of Trade. The owners of the Wineries we visited, Armorrall, Castrol, and last but not least, the many hard workers from the Moss Crew. Thank you all-Ed.)





Heel and Toe, and Double Clutch Techniques

Chris Ball, Technical Editor,
Toronto Triumph Club

Heel and Toe

The next step is a true "Heel and Toe". Naturally it goes without saying that this does not really involve your heel and toe! The name is just to make it harder to understand! (Actually it stems from a rather odd set up in the old Ferraris where the clutch and the brake pedals were switched-but that's another matter.) The technique involves combining the double clutch method with a second technique that keeps the engine RPM at a level to match the next gear to be engaged.

Everyone has had the experience of changing down into a lower gear and having the engine forced into screaming high revolutions. The other thing that happens is that the weight of the car suddenly shifts forward due to the 'engine braking effect'. If you happen to be going into a corner this can be enough to lighten the rear end and send the tail out on a visit to the front end! Here's where the heel and toe technique comes in. Unless you have a third leg you have to brake and 'blip' the gas with your right foot. The tricky part is timing it all right and keeping the brake pressure steady while you do the 'blipping'. A note of warning here. If you practice this in your driveway as I suggested for double clutching, some of the newer cars will flood as a result of the gas pedal movement (yes! even without the engine running) So if this happens

just go off and have a cup of tea and let things settle for a while before heading off to try it in motion. Here we go:

1. Begin the downshift as before, using the left edge of the right foot to brake. Depress the clutch and shift into neutral.

2. Now, as you're half releasing the clutch, swing (or rock) the right edge and heel of your brake foot over onto the gas pedal and squeeze it gently to bring up the engine RPM. With experience you'll get to know how much is enough.

3. Then depress the clutch and complete the shift into second. The plates should have been spinning from your double clutching and the engine RPM, which dropped while you were shifting, was brought back up to the level needed by the next gear ratio. Everything just slipped together without a murmur, and there was no forward weight shift or unwanted acceleration of the car. Swing your right foot fully on to the gas, and you're off down the straight.

Confused? I was too, and I "sort of know" how to do it. Actually the brain is not capable of doing this at all-the method has to leave the area of your brain and become a fluid physical skill. You drive along and your hands and feet do it all, without you really being aware of it; it's a great technique to master!

I remember my first drive in a British Sports car quite well. I was five or six years old and the car was an MGA with three large holes in the floor. Being British, the gentleman driving it explained to me that the revving of the engine was partly in aid of "de-clutching". Given the state of the floor it made sense to me that we were about to lose the clutch too-being totally 'de-clutched'!

Recalling this to a friend he found it terribly amusing and explained that in Canada, it was simply known as double declutching and again knowing a bit about British cars, I thought it only wise to have a double clutch - I knew aircraft had twin brake systems, so why not two clutches?

Well time marches on, and I find there are still people who are rather confused about these terms, but are not about to risk their status in the inner circle by admitting it! So here it is, read this in the privacy of your own home and get even more confused.

Double Clutching

First of all let's deal with the "double declutching" issue. This is really only the British term for 'double clutching' and makes reference in some way I suppose,

to the fact that it is usually a downshifting manoeuvre in disengaging the clutch. The first stage in a full 'heel and toe' gear change is the simple use of double clutching. On its own this is a fairly simple little dance of the toes and it goes like this:

1. You are driving along in your TR/MG or whatever in third gear for example, approaching a corner and preparing to shift to second. You brake with the left edge of the ball of your right foot as usual.

2. Depressing the clutch with your left foot the shift lever passes through neutral-as this happens you release the clutch pedal out again half way, thus setting the mechanics of the clutch assembly in motion again.

3. Then fully depress the clutch to complete your shift into second.

That my friends is a double declutching. It might sound odd in print but is quite simple in action. Practice it in the driveway, with the engine off so you don't hit anything. The aim is to keep the engine and the clutch plates turning at the same speed for the moment when they engage themselves. Your car will thank you especially if you have an older vehicle that lacks effective synchromesh.

IN MEMORIAM

MG Enthusiast, Paul Johnson

Paul Johnson, of Cleveland Ohio and friend of the Moss Motors family for many years, passed away peacefully on October 24th at the age of 66. Paul exemplified the spirit of the true vintage sports car enthusiast by driving his TC and TD perhaps hundreds of thousands of miles all over the continental U.S. and Canada. He attended events as an enthusiast and also as a representative of Moss Motors for many years, distributing catalogs and answering questions for customers on our behalf.



While Paul did more than his share of restorations over the years, it was driving that he loved and driving he did! He made dozens of multi-thousand mile trips often simply for the fun and adventure of it. In 1979 Paul and co-driver Tom Scott participated in the very unofficial, if not somewhat illegal, vintage MG "Sea to Shining Sea Trophy Dash". With a case of beer as the grand prize, Paul and Tom beat out all comers by completing the Staten Island to San Diego run in a total elapsed time of 50 hours and 28 minutes. Paul participated in numerous 1000 mile marathons organized by the New England MG T Register and Ohio Chapters as well as Reliability runs around Lake Michigan, but it was the truly long distance drives that he most enjoyed.

Chris Kepler (Moss Motors Vice President) and I answered Paul and Tom's challenge for a repeat race in 1980. Somewhat regrettably, the official

"Unofficial" event was canceled due to a slim turnout. Nonetheless, 4 or 5 diehard MG-T enthusiasts made the trek from Hershey Pennsylvania to Lake Tahoe in a leisurely 4 days. Paul was our "Tour Guide" and taught us all a few things about long distance driving and having fun along the way. Paul loved to laugh, loved a good joke and loved to do the unexpected. Whether it was stopping for Mexican food for breakfast in Kansas City or climbing Pikes Peak at 7am to beat the traffic (after driving across Kansas for half the night) Paul was fun to be with. Paul was an excellent and resourceful roadside mechanic who was rarely forced to join the U-Haul brigade.

In more recent years, Paul was my annual co-driver in my 48 TC as we attended vintage MG events all over the west. He became quite the curmudgeon in later years, but a curmudgeon in the most lovable sense. Stopping at a Dairy Queen with a caravan of MGers was not his idea of a good time, but he couldn't be happier sitting down to a Johnny Walker Black after 800 miles of searing heat!

After over 40 years of MGing since buying his first TC in 1948, Paul never lost his enthusiasm for life or of MG's and would often reminisce about his hundreds of adventures as we clicked away the miles. Paul was a good friend. I'll miss him and can only pray that he will continue to be an inspiration to me and my TC, and his many other good friends, in the miles ahead.

(We thank Moss Motors' Chris Nowlan for sharing his memories of Paul -Ed.)



1994 Moss British Car Festival

June 16-19, 1994

Flag is Up Farm, Buellton, California
Call us today for details, 800-235-6953

Survivor's Car Show ♦ ♦ Country Bands & Dancin'
Slalom ♦ ♦ Rallye

"Lucas Style" Windtone Horns



Fits MG TF-TF, MGA and Triumph TR2-3. On a buying trip last year, Chris Nowlan and Jean Royer stumbled into a full set of tools to produce virtual clones of the popular Lucas Windtone horns used on many English vehicles of the 1950s. The original horns were produced in a number of slightly different variations and ours is a

composite of all of these, with quality exceeding that of the originals. The tone is commanding yet pleasant. MGA owners note, high note horns were an option on MGAs and require mounting bracket #405-800 for easy installation. Special introductory price good thru 3-25-94.

High/Low Note Horn Set	165-708	\$79.95
High Note Windtone Horn	165-700	\$59.95
Low Note Windtone Horn	165-800	\$59.95



Triumph VIEW POINT

Triumphest 1993 - Sacramento

Peter Arakelian, Moss Purchasing

Triumphest here I come! The TR6 has a full tank of gas, a trunk full of clothes, and the requisite number of spares and tools; I'm off!

First stop out of Santa Barbara is Lompoc to meet Eric Wilhelm with the Moss TR3 and then it's open road to the Harris Ranch along I-5. Here we met with about six other cars from my club, Southern California Triumph Owners Association. We were running a little behind schedule, but arrived just as they were getting ready to leave, so it worked out fine.

I had expected a quick run up I-5, but the club decided to cut across to 99 and head up that way. For those of you not familiar with our highways, both of these run north to Sacramento on opposite sides of the central valley. The main dif-

ference is that I-5 is newer and more isolated, with few services. It makes for a quick run especially with long stretches posted with a 65 mph speed limit. Well, the detour was actually a good ride, but highway 99 slowed us quite a bit as we went through all the little towns. The traffic was not long lived at these points so we stayed close together for the entire run; until the last turn before the hotel off ramp. In Sacramento, there is this wonderful inter-

I tried to cheat against one of the really fast cars by holding my competitor back at the start - I still lost!

change that begins with a quick exit from the freeway in heavy traffic, which of course broke up our caravan, then makes two 270 degree right turns onto a different freeway. Well, we lost two cars, not too bad. Luckily they had an idea

where the hotel was and showed up within the hour. The Raddison Hotel was beginning to look like a Triumph gathering was about to take place. Triumphs surrounded the center check-in area and infested the parking lot.

Well the event was similar to most such events: a lot of enthusiasts, a lot of nice cars, a lot of fun events. The Moss crew sponsored a tech session with Norman Nock of British Car Specialists fame. He, and his family, gave tips on how to deal with the dreaded Lucas electrical system. Well received and very informative. We also sponsored a pinewood derby race which was a lot of fun for all, even me! I tried to cheat against one of the really fast cars by holding my competitor back at the start - I still lost! The Moss suite and motor home were con-

stantly buzzing with people asking help and advice, and exchanging stories. As always it was great to meet and talk with everyone.

The culmination of Triumphest was the banquet. I was impressed with the efficiency with which the awards were presented. Now, we all know how much fun it is to eat good food and then sit in a banquet room for hours while speeches and awards are given. But a wonderful job of streamlining got the whole thing over by 10PM! Moss awarded the newly named *Digger Davitt Memorial Trophy* to E Ticket Triumph Racing for the person or group who has done the most for the Triumph marque on the West Coast and Jan Dawson was given a special farewell presentation.

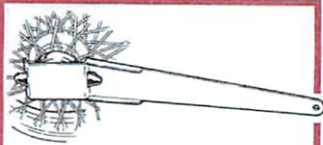
The next morning we all met at the State Capitol for The Picture. If you have ever been to Sacramento, you know that trying to describe Capitol Park is very difficult. It is truly one of the most beautiful parks in the state. We lined up on three levels of steps on the west end of the capitol, a great sight! The Capitol building with its gold ball topped cupola and dome for a background made for a really nice photograph. The state rangers insisted on oil control, so we were each handed a sheet of paper to put under our cars for those rare oil leaks. This event, too, went

smoothly and we were leaving the grounds for home by 9:30 am. I must say the departure itself was an experience. About one hundred Triumphs driving down the tree lined paths of Capitol Park, then roaring out onto the downtown streets in all directions as each made for home.

And that is where we were headed as well, Eric and the TR3 in my rear view mirror and Southbound Interstate 5 ahead. The cars were humming nicely as we waved farewells to others... For us home was eight hours away, but with the top down and the sun out the miles rolled by easily. See you next year in San Diego, September 29-October 2, 1994.



TR2-3-based Peerless & Warwick Register of North America
Membership now open to all owners and fans! \$10.00/year.
Roger Garnett
39 Ridge Road,
Lansing, NY 14882



Eared Knock-Off Wrench

This brand new wrench works without marring your beautiful new knock-offs. The wrench fits securely and will not slip off in use, and the 26" lever allows the tightest knock-offs to be effortlessly removed and securely installed. Fits all two-eared knock-offs (except Jaguar).

386-125

\$35.95

TRIUMPH • CLUBS

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

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

Triumph TR250-TR6 Complete Radiator Assemblies

We now have brand new, excellent quality complete radiator assembly reproductions!

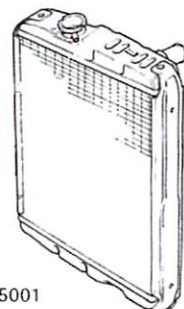
1968-'71 TR250 & TR6 to CC67893

850-060 \$244.95
1972-'74 TR6 from CC75001 thru CF35000

850-040 \$237.50

1975-'76 TR6 from CF35001 thru CF58328

850-070 \$244.95



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 March 21, 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, California 93117.

1953 MG TD: Complete and original. Looks good, runs fair. Left-hand drive. Restored 1971. Shown 3 times-2 first and 1 second place. Driven 22,000 miles since restoration. Stored last three years. \$14,000. Carroll Epley, Morganton, NC, 704-584-1518 EDT Evenings.

1973 Lotus Europa Special: Original owner, original paint and interior, rebuilt carbs, good body, and drive-line, \$5,000. 1960 Bugeye: 100k miles, all original, except steering wheel. Slight rust, dully driver. \$3,200. Two 1967 MGs: Good bodies, no rust, good drivers, DD Webers. \$2,600 and \$3,000. Call Peter at 702-882-9441 in NV.

1967 MG Midget: 2700 cc engine, new burgundy paint job, white top, interior, 3-way seat belts, brakes, tires, rebuilt engine, carburetor, clutch, 86,000 original miles. \$2,500.00. Phone 714-962-2646 evenings.

First \$37,500 takes 1952 XK 120 Rdst. 95% restored. Two pages of new parts and pictures \$10.00. One owner 27 years. Blindness forces sale. Always garaged. New primrose yellow paint, chrome wires. Frank Palmore, 469 Grove Street, Half Moon Bay, CA 94019. (415) 726-6282.

1960 Austin-Healey 3000 MKI: White, black interior, 72 spoke wires, Paint, top, Tonneau excellent condition. Owned 26 years. 15k miles since engine rebuild. Original mechanicals, electricals. Electric overdrive. Hardtop. Many spares plus 4-48 spoke wires. Seat covers, carpet almost new. Gerry Ansell (503) 752-1293.

1968 TR250: White exterior, black with white piping interior. Overdrive, alloy wheels (mini tires), roll bar, metal surrey top, soft top, no rust, runs good. \$7,500 OBO. Will sell surrey top separately. (818) 356-7534. Pasadena, CA.

1952 MG TD: Original car, 14,000 miles, almost perfect, runs great, close to concours ready, ivory with green interior, same family for 30 years, many extras. \$25,000. Bob Nikolas, W. Bloomfield, MI (810) 360-2095.

1974 MGB-GT: Last year sold. California car. Very few miles since complete restoration. Extra set of Mag wheels. A true cherry collectible. \$4,900. (310) 697-7336.

1980 MGB: Absolutely 100% factory mint original condition. White with black interior, wire wheels, and overdrive. One owner car with only 1009 miles. Car has been in dry Texas storage since 1980. Fluids changed and drive train moved regularly to prevent metal fatigue. This is an opportunity to get a very nice one that is new and perfect. Best offer over \$14,000. Call (713) 928-4817 days, (713) 458-9151 evenings.

1979 Roadster: Brilliant red with black interior. Only 5,000 original miles. Everything original - car has been immaculately preserved. \$19,000.

1979 Roadster: British racing green with black interior, \$30,000 miles, original paint. \$7,000. Newport Beach, CA (714) 640-9064.

1955 MG TF 1500: Fully restored 1989. Limited mileage since. Two tone biscuit with biscuit trim. Concours condition. Chrome spokes, new Michelins. Always garaged southern California car. Body, paint, chrome, canvas, excellent. Best offer over \$20,000. (805) 523-9175. Pieces available.

1969 MGB: Primrose yellow, wire spoke wheels, Pirelli tires. Professionally rebuilt motor and gear box, drive shaft. Less than 700 miles on rebuild. New brake and clutch cylinders. New starter and alternator. New Moss carpet set and door seals, not installed. Needs driver's door. Many hours invested, lots of spares. \$3,200. (707) 869-3848

1967 MGB: The early bird gets the worm. If you're on your way to retirement or just want to enjoy travelling...this is the classic everyone is talking about. Kept covered. Many extras. Registered and smog certificate. \$1800.00. CA. Torn. 805-965-1755.

GREAT SPRING CLUB ACTIVITIES!

British Car Fun & Games

Many local clubs are now contemplating organizing small tests of driving skill in what are known as funkhanas, a word which comes from a juxtaposition of Fun and Gymkhana. It's difficult sometimes to know exactly what kind of test to arrange which will let the participant have fun, and at the same time not damage or stress the car unduly. Here at Moss we often get asked for advice on organizing such an event, and so we offer a selection of tried and trusted games which you might care to consider if your Club is contemplating a funkhana. Most of these events require the minimum amount of inexpensive equipment, and can provide a wonderful afternoon's entertainment for both the contestants and spectators.

Soccer Ball Slalom

Set up a line of posts along a 60 foot stretch, holding tape to form a line. If you have no tape, string threaded with paper cups will do. The driver directs the car parallel to the posts and the passenger then tries to guide a soccer ball or basketball, between the posts using a paddle. Finally maneuvering the ball into a bucket lying on its side at the end of the line. A timed event with penalties applied for missing taking the ball between any two posts. (2 person event.)

Moving the Water!

Set up a 60 yard "L" shaped course marked with cones. The course could be longer depending upon available space. Competitors are given a coffee can. At the start of the course is placed a large tub of water. Time starts at which the passenger has to get the tin full of water from the tub. When ready, the driver makes a run to the other end of the course, with the passenger hopefully holding the tin of water out of the side

of the car! At the end of the course is placed a suitable receptacle for the water, which incorporates some form of measurement so that the amount of water can be calculated. Three runs are made to get the most amount of water down to the other end, but the driver must reverse back each time to the start for the passenger to get more water in the can. This event can be timed or just decided on the most amount of water ferried to the end of the course. (2 person event.)



Will It Go?

Sixty yards away from a start line, set up two posts each of which can be moved by a marshal holding each post. Drivers have to indicate to the marshals to move the posts closer together, or further away, until the driver thinks the car will just go through the posts. Driver then moves forward and sees how judgmental he has been! The distance from the outside of the car to each post is then measured and the driver with the smallest total overall measurement is

declared the winner. (Solo event.)

Piggy in the Middle

Place a two foot high stool in the center of a large circle formed by cones. Obtain a rope half the diameter of the circle. Passenger stands on stool holding one end of the rope the driver holds the other end. Driver circumnavigates the cones twice, as quickly as possible but neither must let go of the rope, and the passenger must not leave the stool! (Timed 2 person event.)

Bucket in the Middle

Set up cones in a tight turning circle for the cars being used. Driver circles around the outside of the cones and passenger attempts to lob bean bags into a bucket placed in the center of the circle of cones. Go round three times forward and then try the same in reverse! Most bags in the bucket wins! (2 person event.)

Cups and Balls

Set out stakes at ten yard intervals-a sixty yard stretch will be fine. Put upturned paper cups on top of each stake. At the start line hand the passenger six tennis balls. The object is to drive the car in and out of the posts while the passenger turns the cups the right way up, and then places a ball in the paper cup which is balanced on top of each post. (Timed 2 person event.)

Egg and Spoon Race

Set up slalom course with cones. Passenger has an egg on a spoon slightly smaller than the egg! (Ping pong balls will do if you're short on eggs!) However the spoon must be small enough to make holding the egg difficult. Driver moves through the slalom hopefully with no dropped eggs-and the fastest time is the winner. (2 person event.)

MOSS

Our British Sports Cars

We've been printing your British sports car photos and comments over the last few years and have decided (by popular employee demand) that we want to get in on the press, too! In each issue, we will be featuring your fellow British car enthusiasts at Moss in all processes of owning these lovable and sometimes hair-tearing automobiles. So, if you're driving a pristine and restored Concours car, or taking infrequent and guilty glances at that basket case in the back barn, watch for our equally cheering and frustrating tales of (movie intro music here) keeping our British sports cars on the road!



Kelvin Dodd ▲

It was dark and stormy night. In a small mountain town, strange lights were seen from a snow-covered building. Inside, the creation was to be given new life. Assembled from components salvaged from rotting bodies, the scarred, disfigured form stood under the harsh illumination.

What was once a gutted and mutilated hulk now comes awake with a roar and is unleashed on the unsuspecting sleeping town.

A '63, '65, '67 shell, '68 motor, '69 O.D. trans, '72 rear axle. Next step, twin Webers...

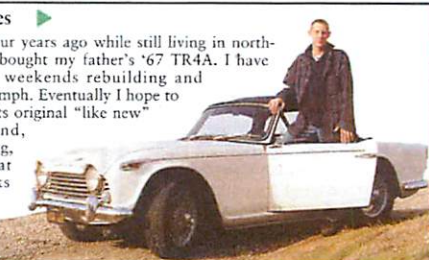


Jean Bowers ▼

I bought my '79 MGB two years ago after swearing for eighteen years in the British parts business that I would never own a British car. Six months after I bought it, an aged Buick accommodated my "B" into a near total. With the settlement, and help from family and friends, we were able to bring my "B" to its current state of semi-restoration. It's a daily driver and it's not stock, having twin carbs and no catalytic converter. Do I regret buying my "B"? Not once have I looked back, not when the amplifier went out, or when the carbs developed a mysterious month long vacuum leak, or when the brake master cylinder decided suddenly to cease to function on the way to work, or when the second headlight switch broke, or when the wipers froze up on me on the freeway in the rain, in bumper to bumper traffic, with my eight year old sitting next to me. No, I don't regret it, but perhaps my family and friends...

Ed Flores, Sales ►

Approximately four years ago while still living in northern California, I bought my father's '67 TR4A. I have spent countless weekends rebuilding and restoring my Triumph. Eventually I hope to bring my TR to its original "like new" condition. And, when it is running, I have found that these little sports cars can be, and are, a great deal of fun.



Doug Beagley, Los Angeles, CA

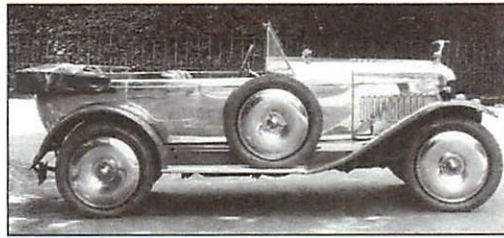
Origins of the MG Car Company

In the Fall 1993 issue of *Moss Motoring* we introduced Doug who is a long time MG enthusiast, and we began a series of articles on the history and development of the MG motor car from its earliest days. When we last left Doug he had just introduced us to a young chap called Cecil Kimber, known to his friends as "Kim"... Doug continues...

Hired as Sales Manager for the Morris Garages by William Morris, Kimber worked in this capacity for only a year, and was then handed the job of General Manager following the unfortunate demise of his immediate predecessor. Kimber was a mix of various types of personality, he was artistic and also interested in speed. He was small of stature and as a result of crashing on a motor cycle prior to joining Morris, walked with a limp. He was very competitive, independent and tremendously determined.

He soon began improving upon the Morris cars he had on the showroom floor, and while no records have survived, they were always more pretty than the original Morris products and frequently featured aluminum bodies. These were all "one-off" products but in 1923 Kimber built six two-seaters, the first "production run" if we can call it that! These open 2 seaters were built on the Morris "Cowley" chassis for in those days Morris had two bread and butter models. The Cowley was the economy model, while the up market version was named the "Oxford". Morris always used the names of local places for his cars.

The bodies for these cars were built by Raworths of Oxford, and so were known as Raworth's (pronounced



RAYworth!-Ed.) while the engine was a stock Morris unit of 1548 CC with a three speed gearbox and wet cork clutch. Typically the car only had brakes at the rear! Kimber also brought color to these early MGs following the Blacks, Dark Greens and Dark blues of the period. Kimber introduced pastel shades, in fact one car was a rich Butter color, a complete departure from the norm.

Introducing the 14/28

In 1924 another new car, the 14/28, was introduced. Again it was based on a Morris Oxford chassis, and until 1926 when it was withdrawn some 400 were built. By now Morris had a number of garages around the Oxford area and a batch of chassis would be ordered, picked up from the Morris factory and then driven to one of the garages to be completed.

One of the garages frequently used was on Edmund Road in Oxford. This garage was quite small and Cecil Cousins eventual General Manager of MG used to tell the story of having to move some of the chassis out into the street so that room could be made to work on the rest!

These cars were titled the 14/28 Super Sports but they still had the Morris badge on the radiator which was quite an elaborate affair known as the "Bull Nose" and in the early years were made of brass, but were later nickel plated. The 14/28 designation deserves some comment here. The

first figure-14- indicated rated horsepower. For years the road tax in England was rated at one Pound (sterling) per horsepower. The 28 indicated "developed" horsepower but it must be admitted that MG were not above being economical with the truth when it came to developed HP figures! The engine was a four cylinder side valve (flat head) with a capacity of 1802 CC and had again a three speed gearbox with wet clutch. There were various bodies including open two and four door models and also closed types.

I remember seeing these on the King's highway, in England, and can recall seeing the open types with their aluminum bodies highly polished or finished above the belt line in either Claret (a deep Red) or a deep Blue. The raked windscreen and miniature ship's ventilators on the scuttle (to bring cool air to the occupant's feet) were carried over from the previous models. The road wheels on the early models betrayed their low cost basis. These were "artillery" type wheels with thick spokes, and were made by Sankey. These ugly things were camouflaged on many models by fitting polished aluminum discs, but with the steering column lowered the car looked sleek and pleasant.

The performance was also pretty good for its day. Continued on 14

These cars were titled the 14/28 Super Sports but they still had the Morris badge on the radiator...quite an elaborate affair known as the "Bull Nose..."



MGB '68-'70 Turn Signal Switch/Horn Push

Lucas discontinued this troublesome switch some years ago and serviceable used switches are very expensive (if you can find one). Our reproduction represents a considerable tooling investment, but the end result is a very complicated switch which is identical in all respects to the original. The quality is excellent, ensuring years of trouble-free operation.

141-810 \$84.50

MANUFACTURED 1948-'50

MG YT, A Very Special Sports Car

Joe Randolph, Fulton, MO

Back in 1949 we were living in a suburb of Chicago, however I frequently went to New York city on business. Our family car was a Crosley sedan-yes that's right- tin and cardboard with a brazed steel engine! We were however looking for a better car and eyed Singers, Morris's, Morgans, Hillmans, Sunbeams, and of course MG's.

The fall of 1949 saw me in NYC and I visited Inskip Motors, where among others they had a 1949 MG series "YT" tourer with less than 5,000 miles on the clock. The "YT" was a four seater tourer (full back seat), a trunk with spare wheel, self canceling turn indicators (very new for the time) and hydraulic built-in jacks on all four corners of the car. The upholstery was all leather and the MG boasted a 12 volt battery-all U.S. cars back then had 6 volt batteries.

The top was canvas with removable side curtains, the windshield wiper was mounted on top of the windscreen and the dash seemed to have every instrument known to modern science. So I bought it, wired Mary (my wife) who hopped a plane to La Guardia and after meeting her at the airport we took off on a tour of New England which included Cape Cod then west across Canada and back down to sweet home Chicago.

Our two children kept the back seat very busy but they did enjoy the trip!

I bought a heater, drilled holes in the proper places, substituted a 12 volt electric motor for the OEM six volt and we kept warm, even in Chicago. In 1954 I was transferred to NYC and we drove from our Chicago suburb (now with 3

children!) across country to Westport, CT where we made our new home. In the course of our ownership, I rebuilt the engine, rebored, new pistons and rings, and had the head planed and ported to stage 2. I also rebuilt the back end, replaced the plywood floorboards and had the MG repainted. I had to rebuild the fuel pump (new points) but I never had to touch the starter and the generator.

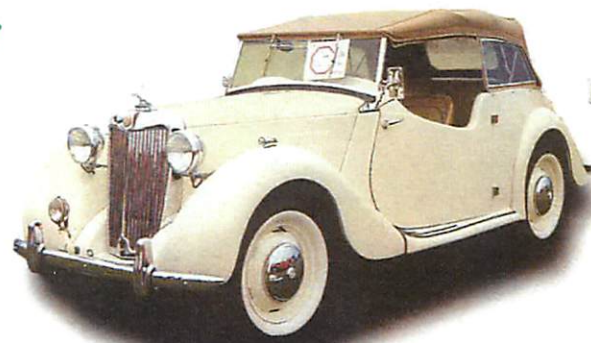
The "YT" was our family car for years and it never failed to get us where we wanted to go. We had no electrical problems, other than the fuel pump points, and no mechanical problems, mainly due to regular reasonable maintenance.

In 1958 we needed a bigger car and I sold the YT to a dentist from Kansas City, who flew in to Newark Airport, and then drove it home-to Kansas City!

We still think very fondly of the old series "YT" tourer particularly when we later realized that it was one of only a few hundred manufactured by the MG Car Company at Abingdon.

(Joe a former member of the P.C.A. Connecticut Sports Car Club was also a track flag man for the SCCA. He also was instrumental in starting the Mid-Missouri Sports Car Club in 1986. Currently he is rebuilding a 4 speed MG gearbox with overdrive-Ed.)

(Joe's story set me (a former Y-Type owner) thinking-how many know the real story of the MG "YT" Tourer? Here's a little more background on this rather unique car.-Ed.)



The MG YT-An Appreciation

Some fifteen months after the end of World War II in the Spring of 1947 MG introduced the Y type saloon, a pre-war design but now with a much more up to date specification. The One and a quarter liter MG "YA" was extremely well received.

In the fall of 1948, MG launched another Y-Type, the "YT" Tourer- destined for export only, and with several major differences from its saloon sister. With twin S.U.carburetors, a TC camshaft, and developing 54 BHP @ 5200 RPM, the YT was also some 170 lbs lighter than the saloon version and thus was expected

to top out at over 80 miles per hour.

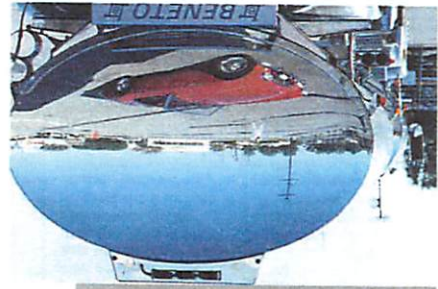
With two doors instead of the saloon's four doors, the "YT" also sported several features unique at this time. Built in left hand drive form only, the standard trafficator arm semaphores were replaced with proper flashing turn signals controlled from the steering wheel and were no doubt aimed at the American market. The steering wheel itself retained the YA's telescopic capability, enabling drivers of above average height to motor in comfort, although the gear lever and handbrake retained their right hand drive central position. The

windscreen folded flat for a more sporty effect when needed, and the top was well fitting with good visibility through the side curtains, for both driver and passengers.

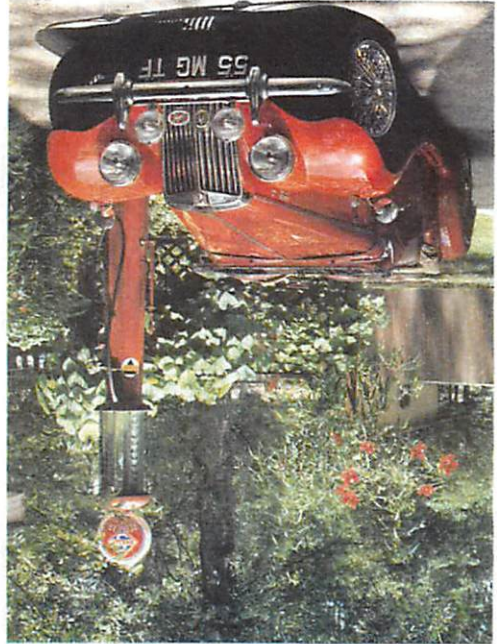
Sadly however, sales met with little success, and the car was withdrawn in the spring of 1950, unloved and unmourned after a total production run of only 877 cars-one of the smallest production runs ever at Abingdon, home of the MG Car Company. Today however ownership of a "YT" is highly prized, and the car commands a premium price. Maybe the "YT" was just forty years ahead of its time!



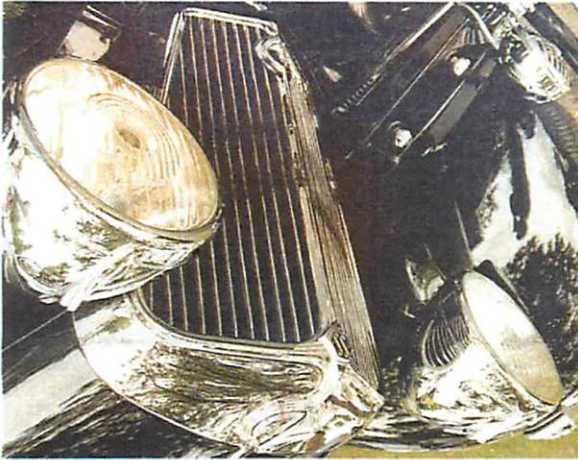
Of Merit
Rocky Mountain High
Teresa Sorensen
Littleton, CO



Of Merit
'Reflection'
Henning Krebs, Woodland Hills, CA



Of Merit
'Standard Swallow'
Ronald Michus
Spokane, WA



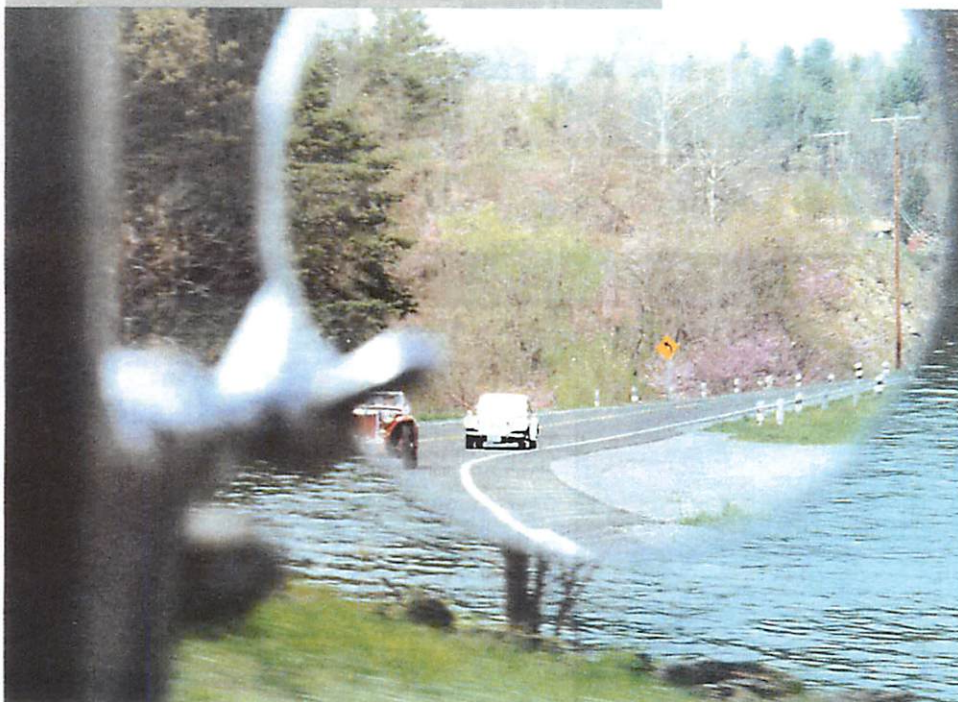
Of Merit
'Rhapsody in Red'
Bob Gullie
Baker, LA

Grand Prize
'Creek Crossing'
Jeff & Carol Jagusch
New Berlin, WI

'93 Photo Contest Winners

First Prize

'Down Memory Lane'
Brenda Murphy
Long Valley, NJ



Second Prize

'Lipstick'
Roman & Paula
Suter-Reetz,
Switzerland



Third Prize

'TD Cradle'
Les Matthews, Grimsby, Ontario, Canada



Of Merit
'The Lovers'
Mike Yurko,
Pittsburgh, PA

Of Merit
'On the M6'
Arthur Whitehouse,
Leonia, NJ



MOSS MOTORSPORTS



Bill Eberhart rounds the track.

THE COLLIER CUP By David Eichelbaum



Above: Collier Cup line-up.
Below: Gary Harrison on the pre-grid.



Your trophy is rarely anything more than the checkered flag, but the camaraderie and fun are worth every skinned knuckle and every penny you had to scrape together for the entry fee. If you've never thought about trying your hand in it, then you should reconsider.

Moss Event Support

In 1993, our program expanded, with Moss offering support to the individual organizing committees of several major races. One of these was the 39th annual Collier's Cup MG Race. The Collier Cup Race was established in 1954 to commemorate a local racer of the time, Sam Collier. The race is open exclusively to vintage MGs of all types and the actual Collier Trophy is voted on by race participants for the driver who displays an unparalleled level of sportsmanship - he or she need not win the race.

It's always held as part of a week long vintage racing event at the historic Watkins Glen Racetrack in NY, and the week following Labor Day was selected as a new date this year in hopes of warmer weather (that didn't work). I was lucky enough to be flown out from California to lend a hand and check things out - with the understanding that I should take lots of notes in preparation for the 40th anniversary Collier Cup next year. (Moss will once again be the official sponsor of the Collier Cup in 1994.)

In what really turned out to be a learning experience for me, I packed a few changes of clothes, decided NOT to take a jacket (bad move), sent the UPS truck off with six boxes of catalogs and *Moss Motorings*, and boarded a flight from sunny Santa Barbara to Ithaca, NY. I'd pick up a rental car once I arrived in NY and continue on by myself for the forty mile stretch to Watkins Glen. Before leaving I checked my maps, marked my route, and promptly forgot the one thing I really shouldn't have - a camera!

After a few time changes and airline delays, I arrived at the "Ithaca International Airport" - barely a wide spot in the road - at about 10:30 p.m. east coast time. Finding your way to Watkins Glen through an unfamiliar NY mountainside at night can be tricky at best. But, with assistance from a state trooper and several good guesses on my part, I arrived at the hotel with enough time to unpack a few things and relax for a bit before hitting the sack for a good night's sleep.

The next morning I was greeted by a picturesque New York fall day. Read that: beautiful and cold. And off I went to find breakfast and the racetrack. The town of Watkins Glen is lined with giant Oak and Elm trees which elegantly drape the town's streets and sidewalks. I suspect that most have been doing so for nearly a hundred years.

The Racetrack

The racetrack was an easy find, just about three miles over the mountainside. As I pulled up I could already get a sense of the excitement and activity as

racers and pit crew zipped around the pits on bicycles and mopeds. Gary Harrison, from Two Bears Racing, had arranged ahead of time to find me when I got there. Although we'd never actually met before, we promptly walked right into one another minutes after I arrived. Gary has attained a near legendary status at Moss for his ability to keep you on the phone for hours with details about new engines, cranks, and all sorts of interesting stuff. Having the chance to meet both he and his lovely wife, Gail, was certainly one of the highlights of my trip. (And thanks for the loan of your jacket, Gary!)

Until the Collier Race on Sunday, I basically had free rein to mingle with spectators and acquaint people with Moss Motors. If you came by our tent, you probably picked up a catalog or two. I walked around the pits about a hundred times, and learned a lot about what makes Gary's MGA coupe go so fast. Most of it is his right foot!

I ran into a Moss friend, Jim Pesta, and convinced him that if he wanted to volunteer his photographic abilities, that he'd have a much better viewpoint of the race from inside the track. He bought it (thank you, Jim), we arranged Press credentials for him, and I saved the throw-away camera I bought for later.

The Action

The actual Collier Cup Race was held on Sunday morning, bright and early. And I might add, cold! At least we wouldn't have to worry about overheating cars. Fifteen plus vintage MGs, including two TCs lined up along the pit wall at Watkins Glen is a sight that would move even the most stoic of souls.

Jim headed for the track side after taking pictures of the lineup, and I headed for the grandstands to watch. Even though the race is considered somewhat of an exhibition, there was some nice jockeying around for positions and lead. The checkered flag was taken by Alex Quattlebaum, III in a bright red MGA Twin Cam. And, on behalf of Moss, I was proud to present the Collier Cup to Jim Carson, driver of a 1947 MG TC, who attended his first race at Watkins in 1949.

40 MGs in 1994

Next year marks the 40th running of the Collier Cup and Moss will be there helping out again. The organizing committees tell me that they would like to see 40 MGs in next year's race, and if you get busy now we can make that happen. The date will be September 8-11. If interested in participating or just attending please give us a call and ask for extension 3030 - talk to you then.

Regular followers will no doubt look back on the past few years as the "formative ones" in the development of our Moss Motorsports program. From humble enough beginnings, which included a small bunch of dedicated and, no less persistent, weekend racers, our sponsorship program has grown to include over twenty-five race teams and occupies a regular page in *Moss Motoring*. Let me give you some background on our racing interests.

Vintage Racing

The majority of sponsored teams race in what is called "Vintage" racing, where the cars are largely stock or prepared in the same fashion that they would have been if you were racing the car when it was new. Vintage racing is relatively affordable, accessible from coast to coast, and generally bags of fun. You can still find a taste of days gone by at a Vintage race. Husbands, wives and cars alike can all be found sharing the same camping spot on the infield. Feasting on hot dog and hamburger cookouts with your competitors is standard practice.

Safety and Hot Dogs?

As with any type of racing, the emphasis in Vintage racing is always on safety. Followed by safety. And then more safety. When that's finally out of the way, you're allowed to enjoy yourself by blowing away that guy who ate the last of your hot dogs the night before.

This Just In...

We've just learned at the last minute that Steve Hussey has won the 1993 SCCA National H Production Championships in his Moss sponsored Bugeye Sprite. Way to go Steve! This is a really big accomplishment and we are proud to be a small part of it.



TR2-4A Stainless Steel Exhaust Header

This is simply the highest quality, best fitting header we've ever seen. Manufactured in the U.K. for Moss, out of highly corrosion-resistant stainless steel, it is beautifully finished with a 2-inch single outlet. Clears generators, long & short starters and all frame rails. Ideally suited to race conditions, but this header will increase power on all TR2-4As. We know it's not inexpensive, but in a world full of ill-fitting headers, this is the one good one!

865-045 \$294.50



TR2-TR4A Crankshaft

These brand new forged steel crankshafts are not only every bit as good as the original UK produced versions, they're better, as they incorporate a superior grade of alloy steel.

851-040 \$795.50

HEALEY • CLUBS

Austin-Healey Clubs

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

Austin-Healey Club of America
603 E. Euclid
Arlington Heights, IL 60004
Austin-Healey Pacific Club
P.O. Box 6197
San Jose, CA 95150

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



One of the Men Behind the Big Healey

June 1993

In 1939, a friend of mine who was with Armstrong Whitworth, the aircraft manufacturer encouraged me to go and work in their plant. I had always been interested in aviation and it seemed an ideal position. However when the war broke out in September we were 'frozen' in our occupations and couldn't change jobs so there I stayed with A/W until the end of the war working on Whiteleys and Albemarle's (for whom MG made the nose sections). After a while I was transferred to a small grass aerodrome outside Leamington Spa where damaged aircraft were flown in for us to repair and put back into operational service.

Donald Healey meanwhile had married his wife Ivy and was at Triumph where they were making Hobson aircraft carburetors, he then moved to Humber where he worked on their famous scout military vehicles and he stayed there until he quit and at the same time I joined him to form the Healey motor company in 1945. We used to work evenings and weekends on the projects we had discussed during the war and we were using a tin shed at Benfords, in Warwick who made concrete mixers where one of the directors was also a director of Triumphs. He let Donald have the shed inside the Benford facility to build his cars. Donald and I used to talk about building our own cars before the war but with Donald being tied to Triumph and the directors there not wishing to get into more radical sports cars such as Donald proposed, Donald always felt restricted and wanted to go ahead with different designs, suspensions, engines, etc., to make a sports car that was completely different. Donald was living in Kenilworth Road about two miles away from where I was living on a farm and we used to go



down to the pub five times a week and talk plans for the future.

We built up a chassis and used to test that on the perimeter track of the local airfield Sunday mornings, loaded with weights, etc. during the week we'd modify the chassis, trying different coil springs or whatever. At this time we were using a Riley 2 1/2 liter engine. We eventually got the chassis right and had an aluminum body built down at Westland's at Hereford. Westlands were one of the largest aircraft manufacturers in England and well used to working in aluminum. I then drove the chassis down to Westlands one day with Donald following in his Sunbeam Alpine, which was his Humber company car for the next 3 weeks I stayed down in Hereford, getting the body onto the chassis which necessitated numerous adjustments, pedal clearances, routing

the petrol pipes, etc. Jack Meddings of Lucas came down and together we saw to all the wiring for the lights, ignition etc and we brought the finished car back to Warwick in late 1945.

That was the first Westland Healey and we then went on to build the "Elliot" saloon or coupe, so called because the Reading-based Elliot company did all the woodwork for this car. At this time Elliot's was the premier wood-working company in the U.K. and was actually, during this period, restoring all the wood panelwork on the two queens, the "Queen Mary" and the "Queen Elizabeth", ocean liners which had seen service as troop carriers during the war. We then took the car out to Jabbeke in Belgium where on the autobahn we performance tested it, incidentally we also took the first Austin-Healey out there to test. This had the

Austin A90 four cylinder engine - a very similar engine in a way to the Riley, almost the same bore and stroke. The first body styled by Gerry Coker was built at Newport Pagnell by Tickford. I used to have to go down there and do the necessary adjustments installing stuff ad hoc as I had on the Westland.

After the 1952 motor show we were doing the Nash Healey, but at this time were only doing the chassis. Donald had made an arrangement with Farina that we would supply the chassis and engine which would then be shipped to Farina for body mounting. All these cars went to the United States because of the parity of the dollar, and the fact that we weren't allowed to sell them on the home market! So we had nothing to sell at home. These cars had the Nash engine from America and English customs monitored very closely exactly how many engines came into the U.K and how many were exported - and the numbers had to match!

Donald then came up with the idea of using the Austin components which worked out much cheaper than using our own - we had our own suspension on the Elliotts, the Silverstones, and the Westlands. This was rather an expensive way to go about it, as it was hand-made small quantity stuff. Once we had the Austin components, it became much less expensive and we could envisage making a sports car that would be available to the mass market. We were looking to make 10 cars per week, but after the motor show we began talking hundreds a week!

The British Motor Corporation at this time was developing plans to lay down a production line for the 100/4 at Longbridge, but in the meantime they asked us to build 25 cars a week at Warwick.

Continued on page 15

Healey VIEW POINT

Ron Phillips, Healey Association of Southern California

Clutch Parts Identification



Do you know what kind of clutch set-up you have in your Big Healey? Do you know what are the correct replacement parts to order to overhaul your clutch? Well, a good friend of mine recently needed a "sanity check" to help identify the clutch parts found in his 3000 MK II BT7 center shifter so he could order the correct replacements. For many of us, we don't know the complete history of our cars clutch maintenance and that was the case with his car. And since clutch and transmission swaps are possible between the Austin-Healey models, and the fitting of incorrect parts over time is also a possibility, being able to identify what

you have and what you will need becomes very important when renewing the clutch mechanicals. Since a real enthusiast never throws anything away (and must hide it all from the "significant other"), out to my used parts bin I went to collect clutch sets. I was able to come up with the three basic complete stock sets which are pictured here.

First let's take a look at the accompanying photograph and briefly describe what it contains. The clutch sets are arrayed in three columns with 100 and 100-6 sets in the right column, early 3000 sets in the middle, and the late 3000 set on the left. In the picture, each pressure plate type is represented twice at the bottom of the column, once pressure plate side up and once release bearing side up. (Yes, I do have a lot of old rusty parts!) You will note the similarities between the two single dry plate type pressure plates (marked "SDP" in the photo) in the center and on the right contrasted with the uniqueness of the diaphragm spring type (marked "DS" in the photo) on the left. The three types of flywheels appear next going up the column after each type's pressure plates. And on the top of each column you will find the clutch discs for each type of flywheel/clutch

plate set-up. The two distinct 100 and 100-6 clutch discs are in the top right column where the BN1 disc is on the very top and the one that fits the BN2, BN4, and BN6 cars is below it. Now armed with a guide to the photograph, let's review some rules about Big Healey clutches.

Flywheels

There are just three types of Big Healey flywheels that mount a corresponding pressure plate. All flywheels have the same outside diameter as the ring gear used by the starter is the same on all Big Healey's. However, their shape, clutch disc bearing surface diameter, and number of pressure plate locating dowels vary between the three basic types. The picture included here represent stock, unmodified flywheels. The flywheel used on 100 and 100-6 engines is the heaviest of the lot with a large flange at the circumference within which the pressure plate mounts. Since machine work may have been done in the past to lighten this massive flywheel. This flange may have been cut away on your car leaving any number of patterns based on the machinist's craftiness at the time. The 3000 MK I and MK II flywheel is a flat plate to which is attached the ring gear. The later 3000 flywheel has a small machined step in the outer circumference near the ring gear attachment, probably where the factory lightened the flywheel a little bit more than the previous 3000 flywheel. In fact, I have seen 100 flywheels that looked very similar to the late 3000 flywheel due to machining. So further detective work is needed for a positive ID if your flywheel does not match the stock one.

Pressure Plates

All 100 and 100-6 models use the same 9" single dry plate type pressure plate which measures 9 3/8" across the plate surface diameter. 3000s through MK II BJ7 Engine 29F4878 use a 10"

single dry plate type which measures 10 and 1/4" across its plate surface diameter. Later 3000s use a 9 1/2" diaphragm spring plate which measures 9 3/8" across its plate surface diameter. As for flywheels, the same tape measure across the clutch disc mating surface diameter pattern left over from the old disc, should yield the same numbers. For further I.D., count the number of locating dowels on the flywheel. The earlier flywheels have just two dowels to locate the single dry plate type of pressure plate. The late flywheel has three dowels to locate the diaphragm spring plate.

Clutch Discs

There are four types of clutch discs. The 100 BN1 has a unique clutch disc due to its 3 speed transmission's 1st motion shaft being a smaller diameter than the larger size used on all later Big Healey gearboxes. This disc measures 9 3/8" in diameter. The other three clutch discs correspond exactly to their pressure plate/flywheel counterparts. All 100 BN2 and 100-6 models measure 9 3/8" across the disc surface diameter. 3000's through MK II BJ7 Engine 29F4878 use a 10" clutch disc which measures 10 1/4" across its surface diameter. Later 3000's use a 9 1/2" disc which measures 9 5/8" across its surface diameter. Just in case you don't get an expected measurement on your clutch disc for your diaphragm type pressure plate, don't panic! A 9" clutch disc will interchange with the 9 1/2" disc and the "wrong" one could have been put into your car sometime in the past. If this has happened to you, opt for the larger disc when replacing.

Throw-Out Bearings

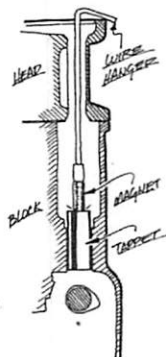
There originally were five types of release bearings used throughout the Big Healey production run. This part is unique to each style of transmission bell housing. If you know the factory part number of your transmission's bell

Continued on page 15

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

TECH TIP 84

TR3 Cam Replacement Randall Gill, Clearwater, FL



Recently, I had to change the camshaft in my TR3 due to a damaged fuel pump lobe. Engine otherwise in excellent condition (head, valves, etc.). I found a way to change the camshaft without the cost and labor of pulling the cylinder head.

Remove the rocker arm shaft and push rods and place eight magnets secured to pieces of wire hanger (see illustration) down each push rod tube. Gently lift each tappet, being sure not to lift too far, as they may fall over into the space below the head. Two tappets can be felt by reaching in through fuel pump mount opening. This is the easiest way to determine the amount of lift needed. When all tappet are raised that amount, the cam can be replaced following nor-

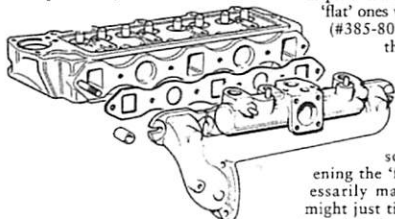
mal procedures. When the new cam is in place, hold each tappet down using a wooden dowel and remove the magnet.

TECH TIP 85

MGB Manifold Leak Wolf Campbell, Houston, TX

Every time I work on my Z-S carb I discover new revelations about its simplicity and operating principles. This time after installing a re-worked cylinder head on my '77 MGB, I learned the hard way that the key to proper operation of this carb is vacuum: nothing works without vacuum. Anything that interrupts or corrupts the vacuum developed by the engine translates into poor or non-existent operation.

My problem stemmed from not exercising care when installing the intake/exhaust manifold. In my haste I allowed the manifold to hang on the manifold studs while tightening the nuts. Since the manifold slots are very much larger than the studs, this provided a gross vacuum leak that leaves one inopportunely stranded. Symptoms were that the engine would start after excessive cranking, but would not idle. Revving caused sluggish acceleration accompanied by



sputtering and spitting.

If this sounds familiar, get the wrenches out and a new manifold gasket (Moss Motors #297-530). Instead of allowing the manifold to hang on the studs, install a temporary spacer, tube, or deep well socket over the studs at the front and rear of the engine. These spacers will center the manifold while the central manifold nuts are snugged down enough to hold the manifold in place.

TECH TIP 86

About Wire Wheels

Laurie Alexander,
Shingle Springs, CA

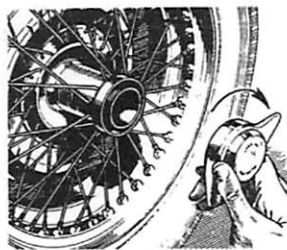
One of the less popular aspects of wire wheels is that they tend to go 'out of tune' and need occasional straightening (or 'truing'). This is caused by the spokes stretching and by the spoke holes wearing, both of which result in a change in spoke tension. This causes the rim to run out-of-round.

Consider that the weight of the car is suspended on the few spokes that are uppermost in each wheel and that they are constantly moving into and out of this weight-bearing position when the car is moving. Add side loads from cornering and you can understand the stresses that cause the spokes to stretch and move around.

A wheel which is tuned to run true may be kept this way by monthly checking of spoke tension. Run a pencil around the spokes and note whether any make a sound which is markedly lower in pitch than the others. Tighten these 'flat' ones with a Moss spoke wrench (#385-800) and you will maintain the wheel in a nice, round condition.

Old Wheels

If your wheels have not been trued for some time, simply tightening the 'flat' spokes will not necessarily make them run true. You might just tighten them permanently into their buckled condition! An old



wheel should be properly trued to eliminate radial and lateral run out before being put on the monthly maintenance program.

New Wheels

When the wheels are assembled at the factory, they are laced so as to be within factory tolerance for radial and lateral run out. Since the hubs, rims, and spokes are new, this tolerance can be achieved without the spokes necessarily being tensioned evenly! Result? When a new wheel is subjected to a load, it may go slightly out of round. Even when the spoke tension is correct, some settling will occur during the first couple of hundred miles, as the spokes and nipples bed into their seats. A good practice with new wheels, therefore, is:

- Check spoke tension before mounting new tires. Tighten any loose spokes, check for excessive run out and remedy by tightening appropriate spokes.
- Drive gently on new wheels at first, allowing them to settle in without severe stress.
- Re-check spoke tension and run out after new wheels have been used for a couple of hundred miles or so.

Following this procedure, and remembering to clean and re-grease the hub splines every 4-6 months, will give you years of trouble-free life from your wire wheels. **MOSS**

Interested in more tech tips? Read about our Tech Tip Booklet next issue!

How To Fold and Care for Your Convertible Top

Moss Europe R&D

This may sound straightforward enough, but it's surprising how many people fold their soft tops away incorrectly and then wonder why they fall apart prematurely (the tops, not the people, as far as we know...). Look after your top and it should be able to perform its purpose (i.e. look good and keep the rain on the outside) for years to come. Abuse it and it will soon start to pay you back, becoming faded, ill fitting and hard to see out of. Your top has a hard enough life as it is, do it a favor and read on...

MGB, Folding Top Frames

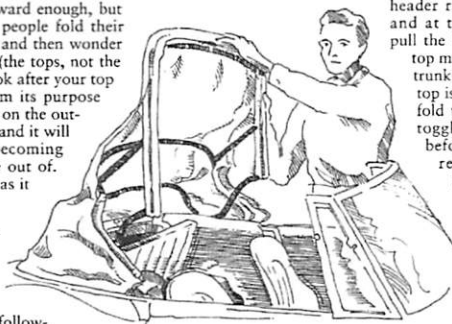
First of all, if your car is equipped with sun visors, move them to one side. Next, unclip the two windscreen toggle catches, then undo all of the following fasteners: two on the windscreen pillars two on the top frame by your ears and two on the top frame just above the B post; a total of six fasteners altogether.

Next you need to venture outside the car and undo the four fasteners around each rear quarter panel (eight in total), at the same time loosen the hooks at the top of the B post. At this stage it will also help if you tilt the seats forward a little.

Failure to undo any of the fasteners will result in a loud ripping noise as you try to lower your top, followed by the appearance of a 6" tear just in front of your rear quarter lights. You have been warned!

Now you are ready to raise the header rail. Pull it backwards until it is approximately half way over the door; you should now be able to unclip the rear bar from the two tear-drop chrome fasteners mounted on the rear deck panel. With a well-oiled top frame this can supply hours of entertainment as you try to balance the top halfway back, hold it there with one hand, and unhook the rear bar with the other.

You now need to fold each quarter window onto the back-light, making sure that the fold is along the top material and NOT creasing either of the quarter windows. With your fourth and fifth hands push the



header rail backwards and at the same time pull the back-light and top material over the trunk-lid. When the top is fully lowered, fold the windscreen toggle catches flat before rolling the rear window back over the folded top.

Position and secure the two retaining straps. To avoid divots in your forehead, it is advisable to clip the sun visors back into position. You may now return your seats to the upright position, extinguish all cigarettes and prepare for take-off!

MkIV Sprite, Midget III & 1500

Undo the windscreen toggle catches and all of the interior fasteners (windscreen pillars, top frame and top of the B posts). Next, unclip the three or four fasteners on each rear quarter panel (the number will depend on whether or not you have Velcro fitted).

Grab hold of the header rail and pull it backwards until the hinge links begin to collapse (or until you pinch your fingers in the frame - whichever is soonest), now take a hold of the top material at the seam just above the back-light and pull it out over the trunk lid as you continue to lower the top frame.

When the top is completely down, make sure the rear window is lying flat against the trunk-lid, then fold the quarter windows inwards, along the top material, until they are flat against the rear window.

Next, roll the whole section back down over the folded top. You are now ready to stand back and briefly admire your handiwork before quickly repeating the whole process in reverse as the heavens open!

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Next, roll the whole section back down over the folded top. You are now ready to stand back and briefly admire your handiwork before quickly repeating the whole process in reverse as the heavens open!

Spitfire MkIV & 1500

Inside the car unclip the fasteners and secure the top material to the center and the rear frame bars (the center bar clips are usually quite easy, the rear fasteners are real finger nail breaking items). Release the soft top header rail from the windscreen frame by pulling the catch levers towards you. Lift the locating pins out of the windscreen frame and rotate the catches back to the closed position to stop them falling back down in the frame holes.

Next undo the eight fasteners (four on each side) that secure the top edges to the bodywork. Next take a hold of the top of the top material and push the header rail rearwards and slightly upwards while knocking the center top bar forwards, until the whole assembly starts to fold. Do not pull the rear top bar downwards! Continue lowering the frame and pull the top material flat over the luggage compartment.

Finally fold the fabric forward over the folded top frame assembly and turn the quarter window sections inwards, making sure that the quarter windows themselves are free from distortion and the top fabric is not trapped by the top frame.

Triumph TR250 & TR6

Probably the easiest one of the lot, you first need to release the soft top header rail from the windscreen frame by turning the catch levers towards you. Once again pull the locating pins free of the windscreen frame and rotate the catches back to the closed position (they have a nasty habit of dropping back into the windscreen frame otherwise).

Outside the car you need to push the header rail rearwards and slightly upwards, while knocking the hinged soft top side support downwards, until the whole assembly begins to fold. Continue lowering the frame and pull top material flat over luggage compartment.

Finally, fold the fabric forward over the folded top frame assembly and turn the quarter window sections inwards, making sure that the quarter windows themselves are free from distortion and the top fabric is not trapped by the top frame. **MOSS**

Under The Bonnet

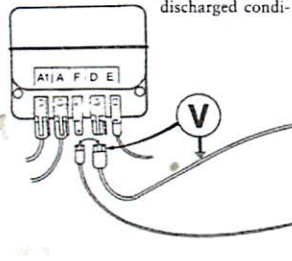
Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this may be rudimentary 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.

Back to the Basics – Lucas Generator Charging Systems

Eric Wilhelm, Technical Services

The D.C. charging system must provide a generator output sufficient to meet the normal vehicle electrical load plus keep the battery charged. The generator is designed such that it must always be under some form of control, both to protect it against overload, and to protect the battery against overcharge. A control box (commonly called a voltage regulator) is designed to operate with a specific type of generator on a given application.

For many years the "Compensated Voltage Control" (2-bobbin) system was employed. With the increase in vehicles' electrical requirements, this was insufficient, and the "Current Voltage Control" (3-bobbin) system was developed. The main advantage of this system is that it allows maximum safe generator output for a longer period of time when the battery is in a discharged condition.



We'll follow up on testing procedures for control boxes in a future issue.

Generators and control boxes may be replaced as individual units provided that the correct unit is fitted, and that the test procedure is carried out on both units after replacing either one. Lucas cautions that only a limited amount of work can be performed on the control boxes. If, for example, a unit does not respond to adjustment, it should be replaced.

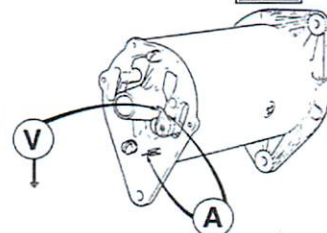
The following instructions are based very closely on instructions provided by Lucas. If there is any conflict between these instructions and those in the factory workshop manual for your car for the same test, the workshop manual instructions should be followed.

Battery Test

A battery fault can have an adverse effect on the charging system. For example, a sulfated battery will produce a low charge rate, whereas a battery with a shorted cell will produce a high charge rate. A hydrometer should be used to check that the battery is at least 70% charged, and in good condition.

Drive Belt

Adjust generator drive belt tension to factory recommended tightness (generally 1/2 to 3/4" slack on the longest run of the belt). If too loose, the generator may not charge. If too tight, the generator bearings may be damaged. Replace an oily, worn, or cracked belt.



Checking the Generator

Test 1. Armature Circuit

Disconnect both wires from the generator and connect a voltmeter between the generator "D" (large) terminal and a good ground. Start the engine and slowly increase the speed to approximately 1500 RPM. The voltmeter should show 1.5 to 3.0 volts.

Test 2. Field Circuit

With the voltmeter connected as in test 1 above, again with both generator wires disconnected from the generator, connect an ammeter between the two generator terminals. Slowly increase the engine speed until the voltmeter registers nominal battery voltage (12 volts). The ammeter should read approximately 2 amps. If the ammeter shows a higher current, the field resistance is low.

Generator Leads

If the above tests show the correct readings, but the charging system is not functioning correctly, the fault could be in the wiring between the generator and the control box. To check these, re-connect the wires to the generator, and disconnect them from the "D" and "F" terminals of the control box. With the voltmeter connected between the "D" wire and ground, run the engine at 1500 to 2000 RPM. The voltmeter reading should be the same as at "D" on the generator in test 1 above (1.5 to 3.0 volts). No reading indicates a faulty "D" wire, while a high reading indicates a short between the "D" and "F" wires.

If the reading is correct, leave the voltmeter in position, and short the "D" wire to the "F" wire. The voltage should

rise with increasing engine speed. If the reading increases only slightly, there is an open circuit in the "F" wire. A zero reading indicates the "F" wire is shorted to ground.

Ignition Warning Light

The ignition warning light serves two functions: to indicate that the ignition is switched on, and, when it goes out, to indicate that the generator is producing voltage sufficient to close the cut-out switch in the control box, to enable the generator to charge the battery. However, the fact that the light goes out doesn't always mean the charging system is functioning correctly. A warning light glowing dimly or flickering may indicate: internal high resistance in ignition switch, dirty control box cut-out contacts, or a badly slipping fan belt.

Supply Line Voltage Drop

Remove the wire from the "D" (large) terminal of the generator and connect an ammeter between the end of that wire and the "D" terminal of the generator. Connect the voltmeter between the same end of the "D" wire and the battery supply terminal on the starter solenoid. Run the engine at charging speed until the ammeter reads 10 amps, when the voltmeter reading should not exceed 0.75 volts. A higher reading indicates high resistance in the wire from the starter solenoid to the "A" terminal of the control box. This is usually caused by poor connections.

1956 was the year that I really and truly got hooked on motor sport, I mean all aspects, Rallying, Hill Climbs, Mud Plugs, Ice Racing, (Rubber to Ice, and steel to Ice) Now that is a story for another time.

A friend of mine whom I had met at an earlier sports car club meeting came to see me at my place of business (A British car repair facility) and asked me if I would help him prepare his MGA for club racing. I said I would, and became part of his crew. It wasn't until a couple of weeks before this team's first race that my new found friend, and budding race driver, came to me and said, "I have a small problem", the problem turned out to be, his parents did not want him to race and would not sign his registration entry form, you see he was only 17 years of age, so I signed the application (forgery) and off we went racing. As all you old pros know, after watching a few exciting races, being involved with the car, the aroma of rubber and Castrol R all around you, thoughts come rushing in, Wow! this looks like great fun, I could do that, I want to do that, I will do that! It wasn't long after that particular day that I was the proud owner of a Brand New MGA. After hours of Porting and Polishing, lightening and Balancing, a Generator without any innards, Flat top pistons, Michelin X tires, and all that good stuff, I was ready to go racing.

Safety in those days, for drivers racing on a shoe string (with very little money) consisted of a Parachute Harness belt, and what we called a Chicken Bar, this bar was indeed a MG Part but it was intended as a grab handle to help you get in and out of the car, but we bolted it to the passenger side floor, where you could bend over and grab hold in case of a roll-over. Other preparations were performed after you reached the track, the reason you waited until you arrived at the track was, shoe string racers used their every day trans-

Just Driftin'

W. Harry Haigh, Marketing Administrator

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



portation for racing, in my case. The MGA. Getting the car ready for racing was fairly routine, first you removed the Windshield and installed a race shield, then the bumpers and hub caps came off, trunk was cleared of all its contents (if you remembered) that is a two page story in its self!! The exhaust system had already been modified in that the rear muffler had been cut and flanged so it could be easily replaced by a piece of open pipe which also had been flanged, so preparing the exhaust was quite easy. Then came the tape, the headlights, and the whole front end was covered. After all, this was your one and only car and had to look decent for your Sunday Rally the very next day.

The MGA was the most trouble free car that I have ever owned. This car was used in every kind of motor sport the fraternity could conjure up, after its initial preparation the only costs were for occasional rod bearing replacement (preventative maintenance only), brakes, tires, oil and filters and tune ups. No

other major work was needed in the three years and 75,000 miles of competition and road use it was subjected to. Club Racing in the 50s and 60s was a lot different than to-day in that when you arrived on the starting grid you encountered 30 or more cars which looked and performed almost identically to your car. If you were a good driver you knew you had a fair chance of coming home with a trophy, because all the cars were subject to stringent rules of modification, and it did not matter too much, (unless of course you cheated, which was pretty hard to do) how much money you had, you were only allowed minimal improvements such as Porting (to a specific size) and Polishing of the cylinder Head and Intake manifold and very few other minor modifications. These rules along with less stringent safety rules made for very inexpensive and very competitive racing that almost any one who got the urge to try their skill could afford. A Car Club which had about 30 members that I was a member of, had 8 to 10 members racing four or



five week ends in the year, with another dozen or so members competing in Hill Climbs and Rallies almost every week end.

Time has changed the old way of racing our beloved British Sports Car, but when you think about it, time has really enhanced our chances of enjoying our Sports cars. Parts are more accessible now than they ever were in the 50s and 60s. Some are even a lot better, therefore making the cars more reliable and allowing us to use them for what they were first intended, not to be cuddled and put on parade once in a while, but to be driven and have fun doing so. You don't have to look back and say "I wish I had been there" you are there, just get in that car and DRIVE it, because THAT is where the fun is.

Incidentally, the only reason that I sold my MGA, was I became the proud owner of a brand new factory "Sebring Twin Cam" this was the #4 unused back up car. I raced this car with some success at MOSPORT and other tracks. Another car that wandered in and out my Door, but this is another story for another time.

THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator

The Club Scene

To paraphrase Monday Night Football, "Are we ready for some meetings"?! The golden Summer of 1994 stretches invitingly ahead of us with a myriad of spectacular events which are just waiting for us to attend. If you doubt this, take a look at the page opposite, the Moss Motoring Events calendar, and if you can't find something there which excites you and inspires you to get that car ready and drive to the meet then maybe you should sell you British sports car (preferably through our Classic-fied ad section!)

However before we highlight some of the treats in store let me recap on a couple of rather different events late last year. First we take a look back at the "Wings & Wheels" meeting held at the SANTA MONICA AIR MUSEUM. Not only were over 400 British classics displayed on the apron in front of the static warbirds, but another two hundred had to park outside! The organizers were just overwhelmed by the turnout! One of the highlights of the meet was in the air where first a Supermarine Spitfire, then a Hawker Hurricane took off before the assembled throng, Merlin engines and superchargers going full blast, before banking away in the western sunset! Really thrilling stuff!

On the ground parked among the P-47 Thunderbolts, the Bell Airacobras and the unique "Voyager" Round the World record holder aircraft one could glimpse an MG C Type, Morgan three



wheelers, Morris Minors, Minis, Rollers and Bentleys and of course scores of MGs, Triumphs Healeys and Jaguars. And best of all they were driven there!

Move ahead a month to last Halloween, in late October where a unique combination of hot air balloons, classic British sports cars and a series of polo matches combined with a wine tasting festival saw us drive, top down, to INDIO IN THE COACHELLA VALLEY. It seems that if you get two sets of enthusiasts together, even though their methods of transport differ immensely, something seems to gel and each admires the other's way of getting around. Moss organized a "HARE &



"HOUNDS" BALLOON CHASE where the first car to reach the Moss balloon received a bottle of champagne. Now this was not as easy as it sounds as the pilot of 'our' balloon was extremely skillful, and kept dropping down out of sight into the desert, only to reappear a mile or so away, rising majestically above the skyline! The winner of the car show display received a trip in the balloon as a prize, over three hours of just drifting across the dramatic landscape. This was really a different kind of show, although the wine may have colored our impressions!

So What's Ahead?

We'll only have space here to mention a few of the major meetings taking place in '94. Got a TR2/3? Then head across to HARRISBURG, PA FOR THE TRIUMPH REGISTER OF AMERICA'S NATIONAL EVENT, or if you own any Triumph in the East try and make the VINTAGE TRIUMPH REGISTER CONVENTION IN ASHEVILLE, N.C while way out West you will be welcomed at TRIUMPHWEST

'94 IN SAN DIEGO later in the year.

Healey enthusiasts will not wish to miss CONCLAVE '94 IN ATLANTA the premier event for the big bangers, although you might also like to try the WEST COAST HEALEY MEET IN VENTURA during which we will welcome attendees to our Goleta facility for a day out with Moss!

MGB and other octagonal enthusiasts will be welcomed in the Nation's Capital, WASHINGTON, D.C during June for the annual convention of the NORTH AMERICAN MGB REGISTER, while the MGC'S WILL BE IN TORONTO and the A'S IN WINSTON-SALEM, NC. The square rigger MG events will be held in such diverse locations as Arkansas, Calgary and Syracuse but all cars will be welcomed at ALL the meetings mentioned! A full listing appears on the opposite page but do please make a resolution to get out there and drive your car to one of these great gatherings arranged for your pleasure!

TELL US ABOUT YOUR EVENT NOW!

Moss Motors 1994 Club Support Program

Alongside are just a few extracts from the many letters we receive each month in response to the Moss Motors Club Support program. If your club is organizing an event and would like some assistance then drop us a line to our Goleta address, clearly marking the envelope for the attention of the Club Coordinator. Just a few ground rules to remember:

1. All requests must be received in writing SIX WEEKS in advance of the event.

2. Only one request per bona fide club on the Moss Club database, per calendar year.

3. Tell us what the event is, where it is, how many people you are expecting, who's organizing the meet and of course the date!

4. Moss will provide a selection of door prizes and literature, plus our famous "Do Not Touch" cards, and 10% discount vouchers for all attendees.

Beagley Continued from 7

Again relying upon my experiences with my father's Morris Cowley, I would suggest a top speed of between 55 and 60 MPH. It was however known that some engines were "breathed" on! The ports were aligned and polished with "Brasso" a great metal polish and still available today. I should mention that these cars were still actually a product of the Morris organization and the name plates, the engine plates and all guarantees were from Morris Motors.

In 1926 there was another change of models from Morris and so the cars from the garages being modified by Kimber also had to change. The 'Bullnose' was dropped and a flat radiator took its place. The "Flat Rad", as it has always been called, bears some family resemblance to the later MG outline. The old 'Bull Nose' had a narrow bon-

net which swelled out to the firewall (or bulkhead). This did not occur with the flat rad-it was a sweeping line from the back of the radiator to the front doors.

There were about 900 of these cars produced until late 1929, the designation was changed to 14/40 and they were fitted with bolt on wire wheels. It is believed the engine actually produced about 35 horsepower instead of the 40 claimed in the car's type number. However it was on this car that the MG initials found in an octagon were first seen being stamped out of sheet metal and mounted on the radiator mesh. The badge on the radiator still proclaimed Morris "Oxford" and these cars were still being guaranteed by Morris. We still did not have an MG Car Company, but it wasn't far away!

MOSS

Just a few of the year's greatest events. Make sure you hit a couple this coming year...the shows are better than ever before!



Thanks to Moss

"I would like to take this opportunity, as President of the South Texas Triumph Association to thank you for your generous support of our 1993 All British Car Day. The many prizes you donated to our raffle were well received, and very much appreciated.

Again thank you for your support. Were it not for companies such as yours, the British Car hobby would not be enjoying the resurgence it is today. It is always a pleasure to deal with your firm."

David R. Kuenstler
San Antonio, TX.

"I would like to thank you for your support of our British Car Day. The prizes donated by Moss really added to the success of the day. I have been a Moss customer since I bought my MGB Limited Edition and with your enthusi-

astic support of local clubs, and British motoring in general, I sincerely hope our relationship will be a long one.

Thanks again for helping our day to be so successful."

Larry Goff,
Alamo MG Association.

"I would like to thank Moss for your kind assistance in making the 'Cars of England' show at Hope Lodge such a success. Your contributions were most appreciated, and we enclose a dash plaque as a token of our thanks"

J. Michael Nitro
Delaware Valley Triumphs

"Thanks yet again for Moss Motors continued support of the Downeast British car show here in Maine."

Bill Bremer,
Cape Elizabeth, ME.



MGB Sun Visor Kit

Sun visors were a factory option from 1963 through '67, and these kits are intended for those of you with cars not so equipped. All the components in this complete kit are produced in England by the original supplier to MG, and includes two black vinyl visors, all necessary brackets. Install a set today; you won't believe how much more you'll enjoy driving!

224-108 \$58.95

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 March 21, 1994. Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

March 6 British Car Day, Phoenix, AZ, Jon Nyhus 602-939-9652

March 16-19 Auto Toy Store Vintage Grand Prix, Sebring, FL, 803-723-7872

April 8-9 British Car Day, Metairie, LA, Cliff Hughes, 504-845-8709

April 9 MOSS SPRING CLASSIC ALL BRITISH, Goleta, CA 800-235-6954

April 9-10 Annual British Car Day Rally, Mead Gardens Show in Winter Park, FL. Bob Garcia 407-857-9153

April 15-17 GOF South Ocala, FL, Nancy Kising, 407-365-2354

April 17 British Car Day, Woodley Park, LA, CA, Rick Feibusch, 310-392-6605

April 29-May 2 "MG Fling in the Spring", St Louis, MO, Charlie Key, 314-428-1120

April 30 Britfest '94 Moss Motors, Dover NJ, Richard Miller, 908-735-5417

May 1 17th Annual British Swap Meet and Car Show, Richfield, OH, Ann Huston 216-940-3620 or Gary 216-381-6594

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

May 15 British Car Day, Ventura, CA, Darryl Struth, 805-644-6211

May 21 All British Meet, Sparks, NV, 702-826-0825

May 21 J.C.N.A. Jaguar Concours, Louisville, KY, 502-245-3756

May 22 All British Car Meet, Richmond, VA, Jamie Barnhardt, 804-758-2753

May 27-29 California Healey Weekend, Del Mar, CA Chic Linde 714-968-5416

May 27-29 Champagne British Car Festival, Urbana, IL, Rick Ingram, 217-366-5428

June 4-10 Annual British Car Show, Louisville, KY, Paul Schmetzer, 502-245-9210

June 5 MG Day, Museum of Transportation, Brookline, MA, Gene Gilmore 508-668-7140

June 5 British Car Show, Victor, NY, George Herschell, 716-234-0482

June 11 Heartland MG Regional Meet, Independence, MO, Larry Dickstein, 816-356-6053

June 12 British Motor Club of South Jersey 3rd Annual British Car, Smithville, NJ, Ted Cianfrani 609-346-1987 (Rain date June 19)

June 16-19 Triumph Register of America, National Convention, Morgantown, WV, 412-262-3878

June 16-19 MOSS BRITISH CAR FESTIVAL, Buellton, CA, 800-235-6954

June 19 Midwest Concours d'Elegance, Cincinnati, OH, Ron Halbauer, 812-537-1701

June 19 British Car Day, Sussex, Milwaukee, WI, Dan Donahue, 414-321-5466

June 23-26 MG '94 North American MGB Register Convention, Washington, D. C., Larry Berger, 301-428-0264

June 22-26 NEMGTR. G.O.F. MK 58, Syracuse, NY, 607-432-6835

June 24-26 British Car Get-Together, Kelowna, B.C., Bill Sinclair, 604-763-0883

June 24-26 United Telephone Vintage Grand Prix, Mid OH, OH, 803-723-7872

June 26 All British Car Show, Bowie, MD, Ruth Renkenberger, 703-323-1260

June 28-July 1 Austin-Healey Conclave '94, Atlanta, GA, Tim Marshall, 404-993-5847

July 6-9 G.O.F. Central, Eureka Springs, AR, 918-627-4400

July 10 Greater Cincinnati British Car Show, Cincinnati, OH, Bob Merten, 513-662-9159

July 11-16 G.O.F. West, Calgary, Canada, 607-432-6835

July 21-24 North American MGA Register GT 19, Winston-Salem, NC, 704-846-6606

July 23 All British Field Meet, Bellevue Community College, Bellevue, WA, Arnie Taub, 206-644-7874

July 24 Tea at the Vicarage, on the Campus of Howe Military School, Northern Indiana, Philip Morgan 219-562-2703

August 3-7 Vintage Triumph Register Convention, Asheville, NC Jamie Palmer 919-639-4907

August 5-7 Southeastern MG Festival, Clearwater, FL, Bruce Rauch, 813-2576-9474

August 9-14 Austin-Healey West Coast Meet, Ventura, CA, 818-998-6932 (Incorporates Austin-Healey Day at Moss, Aug 13)

August 12-14 American MGC Register Convention, Toronto, Ontario, Canada, Keith Holdsworth, 416-889-4028

August 19-21 University Motors Summer Party, Grand Rapids, MI, John Twist, 616-245-2141

Sept 8-11 NEMGTR. G.O.F. MK 59, Trumbull, CT, Dick Knudson, 607-432-6835

Sept 11 British Car Day, Palo Alto, CA Rick Feibusch 310-392-6605

Sept 17 MOSS FALL CLASSIC ALL BRITISH, Goleta, CA, 800-235-6954

Sept. 24 15th Annual "MGs on the Rocks", Rocks State Park, near Bel Air, MD, Richard Liddick, 410-882-6896

Sept 29-30 - Oct 1-2 Triumphest '94, San Diego, CA, Dave Johnson, 619-693-0443

Sept. 29-Oct. 1 6Pack Trials '94, Holiday Inn in Richfield, OH, Beverly Floyd 216-666-2817

October 2 San Diego All British Car Day, Del Mar, CA

Oct 15 MOSS MG MARQUE DAY, Dover, NJ, Tony Pfister 201-365-0363

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

Healey Clutches

Continued from 11

housing, then you will know exactly which release bearing to order (provided all the clutch parts inside are stock!) If you do not have the correct release bearing for your type of transmission, you may experience vibration, poor clutch action with only partial disengagement, or maybe even no action at all. Each release bearing is designed specifically for the clutch actuating geometry unique to its corresponding bell housing.

The 100 BN1 3-speed has a one-piece transmission case with the bell housing cast as a part of the entire case and can be identified as such. The Moss part number for this transmission's release

Each release bearing is designed specifically for the clutch actuating geometry unique to its corresponding bell housing.

bearing is #595-020. All following bell housings are cast separate from the transmission case and will have their part numbers cast into the driver side of the bell housing or stamped into the top flange of the casing (BJ8 only). The 100 BN2 bellhousing is part number 1B 3703 and further identifiable by its mechanical clutch linkage. It uses #501-022 for its release bearing. All later bell housings have a hydraulic clutch actuation mechanism and will have a clutch slave cylinder attached to the passenger side of the bellhousing. The 100-6 bell housing is AEC 3067 and uses the same release bearing as the BN2, #501-022. The 3000 BN7/BT7 for all side shift transmissions is AEC 3534. With the



introduction of the center shift transmission for both the BN7 and BT7 up to BJ7 Engine 29F4878 (or French Engine 29FF149), the bell housing part number is AEC 3534. All 3000 transmissions up to this change point use the same release bearing, #501-020. And the last bell housing for the remaining BJ7's and all BJ8's will have part number 22B 172 or, as superseded, 22B 237. This late bell housing uses #501-032 for its release bearing.

As it turns out, the BN2 and 100-6' release bearings are essentially the same even though they have different factory part numbers and have been combined into a single listing in the Moss catalog. So that makes just four types of release bearings currently available today.

Mix and Match (Not!)

Needless to say, you should not mix and match clutch components. But, you may wish or others before you may have interchanged complete (or partially complete) clutch set-ups. If this is the case or you plan to replace the 10" clutch in your 3000 MK II center shifter with a BJ8 clutch 9 1/2" set-up to get the easier clutch pedal feel from the diaphragm spring type pressure plate, be sure you do so in complete sets that include the corresponding flywheel, pressure plate, clutch disc, bell housing, and correct release bearing for the new set-up.

And since this particular changeover has become quite common, you can see why my friend wanted that "sanity check". I hope this will help you to identify exactly the parts you need prior to ordering. It's a lot of work to replace a Big Healey clutch and it's always nice to get it right the first time!



Menadue

Continued from 11

Donald and the BMC people also drew up a program for the development of competition Healeys, and so I had twelve cars to build in my department and there were only two of us, Jock Reid and myself as we'd built the first car! Donald was always off somewhere; he disliked being in the production department and preferred traveling round the world promoting the cars. He couldn't stand the humdrum same old day after day grind needed to produce the cars, which he called the sausage machine. BMC said they would finance our experimental shop and the racing program, so now I could bring in more staff who were technically qualified and also discreet, as we did not wish our 'secrets' to be leaked to the competition!!! I used to insist that they did things my way and told them that while my way might seem a bit old fashioned that they should humor me and we'd have a good working relationship!

BMC then cut the production program down to fifteen, and I was overseeing this program, while in addition, I also had another twelve cars which I had to build in my own shop. They also had me go over to Longbridge where Leonard Lord had given Harry Austin, the last of the Austin line, the job of supervising the Austin-Healey production line. Harry and I used to get together at the end of each day to compare notes on progress, and I remember well what he said one day. "I'm the last of

the Austin family and I think I must have the best job in the world working with people like you. I couldn't do half the things you do and make, and I couldn't even get the drawings out of my own Austin people in the time it's taken you to develop this Healey. The unions would be down on me like a ton of bricks!"

So we continued making more Healeys, 100-6s, 3000s and now here we are at the largest gathering of Austin-Healeys in America which is a fitting tribute to Donald. He was a terrific chap to know but you never knew which way he would jump next. Also, he was a good engineer but mercurially impatient; he once said that he hadn't the patience to do what I did—he was the accelerator and I was the brake because I always

Donald was always off somewhere; he disliked being in the production department and preferred traveling round the world promoting the cars...

considered things through very carefully before embarking on a project or problem, and one of the nicest things he ever said was, "Rog, I don't think the problem has been invented yet that you can't solve eventually". In all the 29 years we were together I never once asked for a raise or discussed money with Donald and I came out of the company earning roughly the equivalent of what I went in for. The people who had the Healeys to drive and made the money were the sales people, but Donald and I could certainly say we had the best of times together, in those early days of Austin-Healey. You got such a kick out of finding ways to do things, or solve a particular problem, and producing such a fine sports car. And do you know? At the end Donald hadn't got a Healey, Geoff hadn't got a Healey and I didn't have a Healey!—And now we couldn't afford one!

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