

MOSS MOTORING

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

Scene and...

Check that belt!

This has appeared in print before, but we feel it's worth repeating. John Retkowski is the recall coordinator of Jaguar Cars Inc. and informs us that Kangol seatbelts fitted to some 1977-1980 British cars, may be defective. According to Retkowski who is undertaking the recall on Kangol's behalf, the inertia reel type seatbelts do not retract on some cars, or are stuck in the reel and cannot be extended. In either case they should be replaced with new, safe belts.

The cars affected are Triumph TR7 and TR8, with VIN numbers 429589 to 523002 inclusive. Also Midgets from Vin # 191159 to 229526, and MGBs from 429589 to 523002.

If you believe your seatbelts are defective then please contact:

John Retkowski, Jaguar Cars Inc., 555 McArthur Blvd., Manwah, NJ 07430-2327.

Be sure to include your VIN #. Your car may be qualified for a new set of belts, and with the current seat belt laws you cannot afford not to check this out.

British Marque Days at Moss

We remind you that our famous gatherings at our California and New Jersey locations continue with an Austin-Healey day on August 13th, and our "Fall Classic", featuring Triumphs, on September 17th both at Goleta. These will be followed by an MG day at our Dover location, of which further news in our next issue. Lots of things to see and do, plus our new 15% off and free shipping offer for orders placed at the counter on the day! Hundreds of bargains in the swap meet and a huge vendor flea market, plus loads of fun for all the family! For further details call (800) 235-6954.

Honor for Roger

You may recall that in our last issue, on page 11, we ran a story on Roger Menade, one of Donald Healey's closest associates for many years. We are now delighted to have discovered that Roger was recently granted Life Membership of the Austin-Healey Club of England, the first person we believe to have been accorded this honor. Our congratulations to this grand old gentleman of the Healey dynasty!

...Heard

New MG To Be British Built

BMW, the new owner of the Rover Group in Britain has confirmed that the new MG PR3 sports car will be built in Britain.

Dr. Wolfgang Reitzle, BMW's head of research and development has allayed the fears of many MG enthusiasts that the new MG might be built abroad and would lose its identity.

Dr. Reitzle is quoted as saying, "I have seen the new model and know how far the development of this car has progressed. I can assure you we do not plan to modify the project PR3 in process, moreover we do not intend to move production of this car to any other location."

This is the first official confirmation that the car exists, and Rover meanwhile have offered their traditional 'no comment'!

Meanwhile Healey Says Nein' To BMW!

Hopes that the German takeover of Rover might lead to the return of the Austin-Healey name, following comments made by BMW chairman Bernd Pischetsrieder, that he was keen to see the rebirth of marques from the past, have been dampened by a statement made by Geoffrey Healey, son of the founder of the Healey Car Company. Mr Healey said, "My family owns the rights to the Healey name and part rights to the Austin-Healey name, so BMW would have to talk to us first. It's not that I would be averse to seeing the name used again but we would have to be thoroughly involved with any such project, and have a major say in it, just like the old days."

MOSS MOTORS BRITISH CAR FESTIVAL

by Jack Brady

Fun-and-games time comes early this year with the Moss British Car Festival moving into its new summer slot. Scheduled for June 16-19, British Car folk will return to Southern California's beautiful Santa Ynez Valley for their second annual gathering.

Moss Chairman, Howard Goldman, has again invited all British Car enthusiasts to come to Flag Is Up Farms for a weekend of relaxation, fiendishly clever funkhana events, a wine country tour, the Rally de Santa Ynez, a slalom through the streets of nearby Buellton and a variety of other events that will let you be just as busy as you want to be.

Flag Is Up Farms, an operating thoroughbred breeding and training facility, has hosted vintage automobile auctions, rock concerts, and is equipped for camping and motorhome parking (no hookups). Extensive, grassy, paddock areas will be used for funkhana events

ladies, who were with us last year thought it would be nice if food was available throughout the day. Harry Haigh, our Operations genius, has arranged with several nice people to cater food and beverage (adult and otherwise) stands. Bangers or hot dogs, burgers or Cornish pastys, whatever suits your taste, will be served during the day.

The word has probably gotten out since last year. Entrants in the GTE Mobilnet Slalom can expect a few more spectators as they try and bend their machines around the pylons. Because of the increased interest in the Festival, Jamie Pfeifer, slalom Chief Steward, says a new class will be created for the more "stately" marques and the course will be altered accordingly. If the Ferrari driver who sneaked onto the course last year shows up again, he will not qualify as a "stately" marque! Buellton has again made the dual carriageway through the center of town available as the venue. GTE will provide cellular communications for the weekend events and joins our growing list of sponsors for the second year.

The Wine Country Fun Rally, a favorite in 1993, will be supported this year by Austin Cellars, Fess Parker Winery, Carey Cellars Zaca Mesa Winery and some surprise additions. As the name implies this is a no pressure event. We want you to see some of Southern California's premium wineries and enjoy the great



Rallymaster John Self will officiate once again at this year's Moss British Car Festival.



Fun for all the Family at the Moss Festival!

and car displays. Tours over the Farms shady, tree-lined paths by horse-drawn wagons were very popular with kids and adults during last years event. If you find you want to spend some time away from cars, you can watch future Santa Anita hopefuls train. If you get really lucky, you will see young race horses under saddle for the first time. Sometimes horse and trainer find themselves at cross purposes during this process.

A certain amount of attitude adjustment is welcome after a long drive, or a short one for that matter. Thursday arrivals will have a chance to meet old friends, tell lies, get registered and listen to one of our local disk jockeys get crazy.

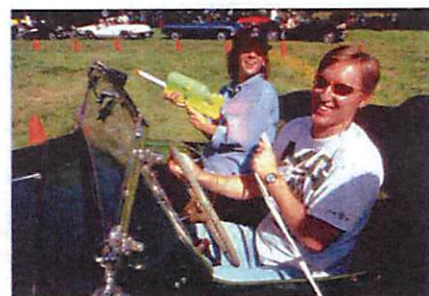
If you're one of those people who want to do everything on the program you'll need all the energy you can get. So, on Friday and Saturday ranch-style breakfasts and dinners will be available on a pay-as-you-go basis. Some of the more serious trenchermen, and trencher-

scenery that surrounds the vineyards.

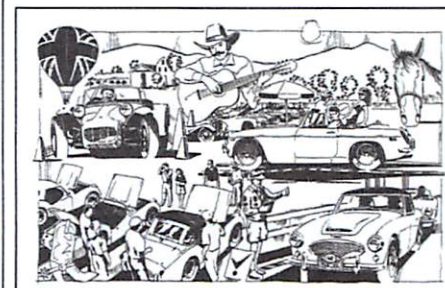
Peter Arakalian, our own "Dr. Diablo" will supervise the Funkhana events on Friday and Saturday afternoon. Did you ever try and drive a slalom on grass with a paper bag over your head? Now you know why we call him Dr. Diablo!

For those of you who would prefer a different kind of challenge The Castrol Rally de Santa Ynez, a proper time-distance event, will be staged again this year by Rallymasters John Self and Karl Grimm. Run over a new course, the three hour long, event will be designed for the novice as well as the go-for-broke competitor.

Two bands, entertainment, door prizes and non-prize awards will keep the toe-tappers busy on Friday and Saturday night. Again, returned by popular demand, Line Dance lessons will happen on Friday and Saturday afternoon. Yes, Donna Cooper, our master instructor was dancing on the table before the afternoon lessons were over. The group got so large, it was the only way everyone could see the moves. *Continued on Page 15*



Armed with a serious water cannon, these contestants tried their hand at blasting empty soda cans off of pylons while tethered to a stake during the Funkhana.



1994 Moss British Car Festival

June 16-19, 1994

Flag Is Up Farms, Buellton, California
Call us today for details, 800-235-6953

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

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Contributions Invited

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

Editor: Moss Motoring
400 Rutherford Street
Goleta, CA 93117

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

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

\$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!



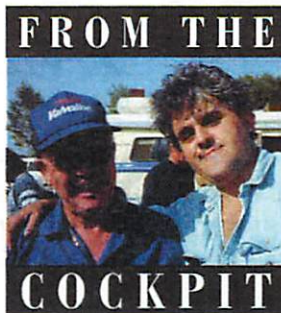
We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful technical tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from January 17, 1994 till further notice.)

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

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

Well, here we go, heading into the Summer, and what a relief it must be for those of you who have suffered through one of the worst winters on record, especially in the Eastern half of the nation. We knew you must have had enough of it, when customers started asking what the weather was like out here! Normally they couldn't care less what it's like in California, but we managed to warm them up on the telephone by telling them that it couldn't last forever, and we would do all we could to keep that classic British car ready to go when the sun returned. Well here we are in May—the 'spring has sprung, the grass is riz-I wonder where that oil can is! Go for it!

Thanks also to all of you who were concerned about our welfare after the earthquake and called to see how we were in Goleta. You know the British car community is almost like family despite the occasional marque differences, (and what family never had differences?) and but all in all we get along together pretty well, and it's nice to feel



The Editor meets Jay Leno.

that common bond that brings us all together in times of adversity.

We would also like to thank all those who have noticed the different presentation for "Moss Motoring", and have written to tell us how much you like it.

Well that's fine, but how about telling us what you DON'T like, or what you would like to see in these pages? How about writing something for us to print—something that would interest nearly 200,000 British car enthusiasts worldwide? That's no idle boast, we have readers from Australia to Zaire, and regularly mail quite a considerable number of copies of "Moss Motoring" overseas. In fact, we justly claim to be the widest read British Sports car newspaper in the world! So let's have your input, and remember you could earn yourself a valuable gift certificate for your contribution.

Anyway, that's enough from me, this is not just one individual's newspaper! This is YOUR newspaper, and we will be devoting more space to your letters, articles and photographs in future issues, so please do write and tell us what you wish to see, and we'll try and accommodate all points of view.

"Till next time—have a great driving Summer!"

MOSS

Dear Editor...

Dear Moss,

We are long term subscribers to "Moss Motoring" and would like to compliment you on the quality of the paper. Beginning with the very first issue we have used the paper on the floor of our parakeet's cage, and when our beloved Tweety Bird passed on to that Great Aviary in the sky, sad though we were, we found an even better use for the paper! Gaskets!!

Yes, Dear Editor, the quality of the paper used in "Moss Motoring" is unparalleled in the making of gaskets. We no longer have to worry about back-ordered gaskets when working on our British cars. With Exacto knife, ball-peen hammer, and "Moss Motoring", we are set to make any old gasket needed, whether it's for engine, transmission or rear end. As a matter of record one of our MGs has been running for two years with a head gasket manufactured from several pages, interspersed with layers of Connolly's hide food.

We are looking forward to receiving our \$100 Gift Certificate, and hope that it is printed on brass stock as we need to make a few shims for our TC steering box.

Long Live the Queen,
Henrietta Glockenspiel
Morro Rock, Morro Bay, CA.



My wife and I have driven all across Washington, Oregon Idaho and British Columbia and later this Summer, we plan to go for a nice little drive down the California coast on Highway 1, to Morro Bay and back. It's fun to spot the few other vintage British cars on the road, so if you see us, honk and wave, or better yet pull over to chat a little if you have the time.

Kurt Mach,
Tacoma, WA.

(Thanks Kurt—yours is just one of the many letters we've received expressing similar views, and while you're driving the thousand miles to Morro Bay, why not come the other way and visit with us at Goleta? Tell 'em the Editor sent you!)

PS We very much enjoy the occasional articles about your founder and bon vivant, E. Alan Moss. Is there any truth to the rumor that the 'E' is for Emergency?

(Nice try H.G., but living out on the rock must have given you water on the brain! WE tried to contact Mr. Moss's houseboy for a comment, but were advised that the original Gov'ner was wrestling with yet another emergency—trying to find out what the buzzing was whenever he braked on his TC. Ed)

Dear Moss,

If I were to operate any business that used 'phone operators, I would hire your salespeople faster than you could blink an eye! They are outstanding, fabulous, exceptional, give them all raises! By the way my only complaint is that you use too much packing!

Dana Smyer,
Bethel Point, CA.

Dear Moss,

Thank you for keeping me on your mailing list, I regret that I have not yet bought anything for my 1976 Midget due to serving in the Military, however there are some products in your latest accessory catalog that I can apply to my 1993 Geo Metro Convertible which I drive daily. (I hope I do not offend anyone by mentioning my American/Japanese vehicle!)

This Summer with your encouragement I hope to have time to concentrate on working towards an improved MG instead of a degree!

Sgt. C. Marc Tjaden,
Fort Wayne, IN.

Dear Moss,

With reference to your MG Y-type feature in the Spring issue of "M.M." There were some limited home market models which were right hand drive—I learned to drive on one at 9 years old! When the owner passed away in 1953, he had acquired another YT which was also right hand drive. As for myself 44 years later, I'm finally acquiring my old heart throb, a 1951 MG TD!

John Brett Hill,
Beverly Farms, MA.

(PS. Your readers might be interested in the following letter which appeared in the "Boston Globe" in February....)

THIS CAR CAN.

Shame on you for the February 1st editorial, "The cars that couldn't".

I drive a 40-year old, never restored

1953 MG TD. I am the original owner.

Will you be driving your Cadillac or Japanese iron forty years from now? How many of your readers cars have lasted that long?

Admittedly, MG TDs do have some eccentricities, not always endearing, but if treated right, TDs are loyal for years and years. The TD is a masterpiece. Despite its modest, original price, it is one of the greatest cars ever built, and once you've driven one, driving any other car, a Ferrari included, is like eating last week's baklava.

R.A. Horne. Boston, MA.

(Strong sentiments indeed—but as Sir Michael Edwardes once said "You tamper with British car feelings at your own peril! Ed.)

Dear Moss,

I could not give a more hearty "Amen" to the "From the Cockpit" comment in the Spring issue of "Moss Motoring"! My current daily driver is a 1969 MGB GT, and is my sixth British sports car, following two Spitfires, a big Healey and two MGBs over the past 25 years.

Back in 1990 we realized our kids were grown and gone, and there was no excuse to deprive ourselves of a British bit of fun any longer. MGBs are in abundant supply, still affordable, and good roadworthy cars if well prepared.

I drive my B for almost all of my driving, seven days a week, twelve months of the year, even in Western Washington state, and it is my distinct pleasure to drive it for any reason, or for no reason at all—just to be behind the wheel! Some people like to drown worms—I love to drive my MGB!

JKurt Mach
Tacoma, WA

Dear Moss,

I'm a beginner mechanic and I understand very little in the technical articles in your newspaper—but that's O.K. For my level of understanding there's all the material I can currently absorb in my workshop manual, and in the tech. articles by Doug Beagley, (your excellent MG contributor) in my local club newsletter. Between these two sources of information, I'm now able to do almost all the maintenance on my MG TD MkII and even some simple projects.

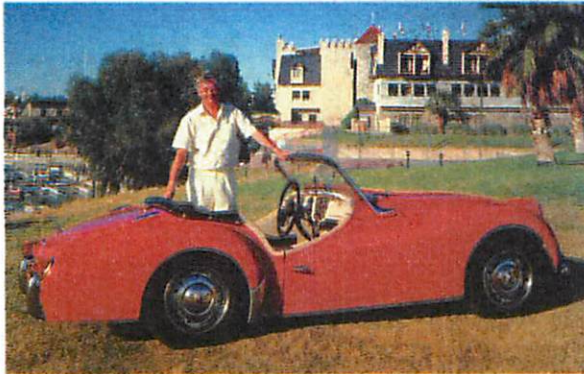
I save all the "Moss Motoring" technical articles because I know they cover things which are not in the manual. I am hoping that someday I will understand them, but at the moment they are fine as they are. Why clutter them up with basic information I can get from my manual?

Continued on page 8

AT FULL CHAT

by HARRY NEWTON

Triumph Vignettes-Plus a Bit of History



Former TR3 Triumph Development Manager, Tony Lee.

By the mid-1950s, the MG and Jaguar nameplates already were well established in the United States market... synonymous with the term, sports car. But, you knew that already. Two additional nameplates appeared toward the middle of that decade in a quest for sales in a market just above the entry level MG and below the lofty Jaguar. Austin-Healey and Triumph were the new contenders for a slice of American pie.

There were both similarities and significant differences in the ways these marques approached the same objective. Neither Austin nor Triumph (Standard Triumph) previously had been perceived on these shores as a maker of sporty vehicles. Both were better known for their basic and mid range family saloons. Triumph had produced an unusual, bustle back, rumble seat roadster after WW II, the 1800/2000, one of which played a major role in one of my youthful adventures. But, that most definitely is another story.

For these new entries, styling honors had to go to the Austin Healey 100/4, which today is considered a milestone design some forty years after its debut as a 1954 model. The Healey featured an innovative fold-down windshield, appreciated less than it perhaps should have been because this was one of the last cars from anywhere to have side curtains. The Triumph TR2 was stubbier, boxier, something less than a styling tour de force. But, it was a tough competitor on the race track and in the showroom. Both were four bangers that laid claim to three figure top speeds, something that MG owners could not equal. The step up premium was about 25%.

Harry Blanchard, who operated Morlee Motors in Greenwich, CT, occasionally loaned us used sports cars from his lot to drive in rallies. And, in at least one instance we set off for the weekend in a black TR2. I recall two features, one favorable and the other was a true

pain in the a—! First the bad news... unless one entered the Triumph very carefully, the sharp angle of the body work just aft of the door hit one's tailbone, causing instant pain, followed by tenderness that lasted for days. The proper entry procedure was, needless to say, quickly learned. The other immediate attention getter was the size and number of gauges... they conveyed an impression of technical competence.

Other impressions recalled from the distant past include the well contoured, individually adjustable, leather covered seats with their tasteful pleating, gobs of low speed torque delivered by the two liter engine, from which emanated a pleasantly throaty, bordering on authoritative, exhaust note. Compared to the MG TD and TF that previously had been my primary sports car experiences, the locking luggage compartment was spacious, though it actually was near useless. Axle hop was noted under hard acceleration, but accepted as the price one paid for the sort of take off that left those aforementioned MGs a diminishing image in the convex rear view mirror.

Earlier, during the Korean war, I met one of my father's friends in Tokyo. Recalled to the Air Force as a Major, Lee Chadwick eschewed the GI staff car in favor of a squarish English sedan that looked for all the world like a miniature razor-edge-bodied Rolls Royce. Of course, this was a Triumph Mayflower, and it was meant to look like a miniature Rolls Royce.

Shortly after I joined the Morlee Motors sales department in 1958, another Triumph vignette occurred. I am reminded often of an easy sale to a

young man, who announced that he was leaving with his new TR-3 for Hollywood, where he intended to become a movie producer. Martin Bregman kept his vow and made quite a name for himself. Does he still own the car... or even remember it... or the salesman from whom he purchased it?

One of my most pleasant Triumph memories is that the company had a truly first rate public relations man in the United States. Chris Andrews was an affable yet proper, very proper, Englishman who easily could have portrayed an umbrella-carrying Prime Minister.

Triumph was the basis for several smaller production marques, including Turner, an almost crude sports car that achieved superior performance through ruthless elimination of excess weight. This and the Peerless GT were products of England's then prolific cottage industry that also produced nameplates like Allard, Kieft, ELVA and TVR. For that matter, TVR also opted for Triumph power before Jack Griffith suggested that a small block Ford V8 might make things more exciting.

No recollection of Triumph cars would be complete without Walt and Pat Stehman. Co-workers at American Cyanamid in Stamford, the couple maintained a TR3A, in top condition always, and were mainstays of the Westchester Sports Car Club's seat-of-the-pants rallying program. Walt was the perfect



exemplar of a 1950s sports car buff; sporting a pipe, cane, tweed hacking jacket as accessories for that red Triumph. On Wednesday evenings and Saturdays, Walt doubled for many years as a part-time salesman at Morlee Motors.

No Triumph remembrance can be complete without a few words about Bob Tullius. Others before Bob had raced Triumphs, even won with them. But, Tullius and his factory supported Group 44 generated a lot more ink in the sports car press. The timing may have had something to do with it, as SCCA's C Production class, in the early 1970s became a face off between the traditional British sports car and the upstart Japanese, in the form of Datsun's 240Z. If the eventual outcome was inevitable, Bob Tullius fought a valiant and colorful last ditch battle lasting several seasons. It provided American racing spectators with some of the most exciting, wheel to wheel competition ever.

Road test

(40 years after the fact)

After spending a few days testing some modern day sports cars on behalf of an international motoring journal, the 1993 LT-1 Corvette and a 1994 Toyota Celica GT, we were presented with a just restored Triumph TR3A. We decided to approach it using the same matrix that applied to the pair of current models.

Exterior styling of the TR3A ignores the current preoccupation with wedge shapes and aerodynamics... this car has a definite 'no frills' wind in the face aura. We like the cut down doors, but question whether side curtains can be substituted for electrically operated windows without severe negative impact on sales.

Luggage space is better than that offered by the Corvette, and much more accessible to boot (pun intended). The wire wheels add a nostalgic aura to the Triumph, particularly when one notes the tire's narrow cross section. Body lines are somewhat blunt, to the point of aggressiveness, and the handles and hinges appear quite utilitarian, certainly not as styling elements. We applaud the honest approach to the wheel openings, and think the new, wider grille provides a somewhat happier appearance than did the TR2. The Triumph's flat and rather upright windshield literally begs for wind wings to deflect air away from the occupants' faces. As for sound systems... why bother. You couldn't hear a thing above the wind noise, besides which, the exhaust plays a pleasant tune as you run up through the gears. In fact, this car will make a throttle blipper out of anyone whose tastes run to records like "The Sounds of Sebring".

First timers quickly learn that entering the Triumph requires care to avoid damage to one's coccyx (tail bone). The seats are snug and feel a bit over-stuffed initially. Starting the TR3's pre-emissions four banger is pretty simple. Just pull out the choke knob and turn the key, then immediately start easing the choke off in order not to put too much gasoline into the crankcase. Within a minute, the Triumph will be driveable, though full throttle impulses are best avoided until the easily deciphered gauges all display a state of readiness.

Under way, the Triumph initially feels a bit abrupt, with a choppy ride and quick, very quick, steering. This is a car that benefits from a loose rein, rewarding the driver who allows a little latitude rather than trying to steer it every inch of the way. Acceleration from rest can easily produce a chirp of protest (or pleasure?) from the rear tires, giving the impression of considerable power. Actually, the TR is quite a brisk performer. Brakes seem in keeping with the car's overall demeanor, better serving the driver who anticipates the need to slow down than it does the one who waits till the last possible millisecond before jumping on the binders. But, the same can be said for most sports cars.

As for creature comforts, this car is aimed at a market segment that will accept some discomfort as a reasonable trade-off for a lower price. Still, the TR has decent fitting side curtains that seem more substantial than those supplied by, say, MG. Wind noise, top up or down, is sufficient to dissuade one from purchasing a radio, and the earlier mentioned lack of luggage space will sell a goodly number of after-market baggage racks. Another item that should sell well is the square headed T handle that is required to open the bonnet... easy to lose.

This new entry from Triumph should certainly heat up the emerging sales room battle for a piece of the American pie. And, it offers a Spartan enough mien to do well also on the home market.

Harry Newton

CHAMPION SPARK PLUG CLIP

Excellent quality reproduction of these very popular Champion spark plug ends. Used on many British cars including TR250-TR6, Jaguar E-type, and MGC. Molded from Bakelite as original. 171-625 \$7.95



New Product Highlight!

NOS TR6 CRANKSHAFT



These brand new factory original crankshafts are the TR6 owner's bargain of the century. Yes, we bought lots of these direct from the factory at a very good price and we are passing our good fortune along to you! At these prices you can have a brand new crank! 837-205 \$174.95

Mystery Car...

Can you identify this fine British classic vehicle?



As part of a series we hope in each future issue of "Moss Motoring" to bring you a car to identify, and at the same time maybe expand your knowledge of Britain's motoring heritage. For the first correct answer drawn on July 1st 1994 at our Editorial offices we will award a \$25.00 gift certificate.

Answers on a postcard only

please, giving as much information as you can, to: "Moss Mystery Car Contest", 400 Rutherford Street, Goleta, CA 93117. Winner and answer will be published in the Fall issue of "Moss Motoring".

1994 Moss Motors Rebuild Program!



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

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

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

Receive at Least 10% OFF All Orders for One Year! (Valid on Retail Orders Only)

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

✦ You'll receive a 10% discount on all parts for your project car for the duration of the rebuild, up to one year. During sale periods, the higher of the two discounts will apply.

✦ You'll receive a free rebuild information packet which includes a new Moss parts catalog, a rebuild journal for recording costs and notes on your rebuild, a price list, and a rebuild guide where available. We'll also supply you with a sturdy folder to keep your rebuild records and photos in.

✦ We'll assign you a Rebuild Advisor who will be your direct contact at Moss, advising you on all aspects of your rebuild, including technical questions, ordering, and returns or exchanges if needed.

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

We're looking forward to making your British sports car restoration as hassle-free as possible!

THE COLLIER CUP

By David Eichelbaum



Moss Motors is once again pleased to be the official sponsor of the 40th Annual Collier Cup Vintage MG Race this year at Watkins Glen International Raceway in New York. In 1993, 43,500 people attended and saw some really thrilling racing, so make sure you're there on September 8-11th 1994. If you are interested in entering the Collier Cup Race please contact David Eichelbaum, on 1-800-235-6954 @ ext. 3030. The Collier cup is open to all production MG cars built up to 1972, including "specials" such as MG powered Coopers and Tojerio cars. This year's highlights include:

- + Over 400 vintage and historic race vehicles
- + All MG Paddock Area
- + Over 50 MG cars pre-registered already
- + Separate practice sessions for Collier Cup participants
- + Pre-Race MG Owners Party hosted by Moss Motors

3RD ANNUAL MOSS MOTORS MG/TR CHALLENGE

November 4-5th 1994.

Don't forget to make a date in your motorsports diary NOW to attend the 3rd annual MG/TRI-UMPH Challenge vintage race, this year at Las Vegas Raceway. November 5th is fireworks day in England, and we hope to create a super fireworks display when Vintage Racing sanctioned MG's or Triumphs will again take the track in a head to head face-off to determine the superior marque.

Hosted by VARA and sponsored by Moss Motors, this ever growing race is sure to be a winner again.

(For the benefit of our younger readers November 5th is the anniversary of the date Guy Fawkes tried to blow up the English Houses of Parliament.)

New Product Highlight!

MGT-SERIES .012" MAIN BEARINGS

We have acquired 12 sets of .012" oversize NOS Vandervell T-Series Main Bearings. These were the original first undersize when the cars were new but have not been produced in this size for well over 30 years. When these are gone they are gone for good! 424-760 \$94.50



Now In Stock!

TR2-TR3 HARD COVER WORKSHOP MANUAL

This high quality hard cover manual is an exact reprint of the factory issued service manual. Includes TR3A supplements. More expensive than the soft covered version but a nice addition to anyone's library.

212-520 \$47.95





Triumph VIEW POINT

Triumph Wheels & Hubs

by Ken Gillanders.

The TR2 through TR6 models came with pressed steel wheels as standard equipment. They ranged in width from 4" on the early cars to 6" on later models, all of them 15" diameter with four bolt holes in a 4 1/2" diameter center. Unfortunately, over the years these wheels have shown a tendency to crack between the bolt holes, until the four holes become connected, with the obviously disastrous results.

The principal source of many troubles comes when vintage racers attempt to use the TR6 wheels for everything from 2's to 6's. First they try to move them outward with spacers about 1/4" thick. However, at that point the standard 7/8" very deep wheel stud, can no longer be used because they now don't protrude far enough to come out through the end of the lug nuts, since the spacers are taking up 1/4" of the thread! In an effort to overcome this problem, a much smaller and thinner lug nut is substituted however, it is a fact that these nuts don't have enough purchase on the wheel, and can pull right through under extreme conditions.

Now comes the street application. Over the years, our TR wheels, like any others go through a number of sudden, high stress maneuvers. Over a period of time this high-stress flexing causes cracks in the center section around the bolt holes. A number of years ago I had accumulated about ten or twelve TR wheels and decided to have them tested for cracks. SEVEN of them turned out to have identifiable cracks in the centers!

These wheels can be made safer by cutting a 1/8" thick steel plate to match the outside diameter of the bolt pad, drilling with the appropriate holes, and welding this to the back of the wheel. In addition it doesn't hurt to weld the spider (the wheel center section) to the rim as well.

Unfortunately, for racing purposes, these are only "band-aids" and not cures. For street use a little money spent on magnafluxing and reinforcing the wheel is good insurance. Finally, always use the full size lug nuts and make sure they are tightened to correct factory torque settings.

TR6 FRONT END REPAIR

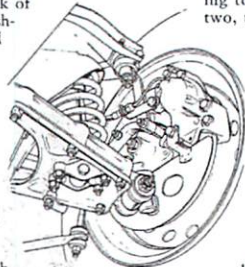
Or else!" she said, as the car rattled over some rough road on our street, and I had to admit those front end sounds had begun to get rather ominous. Since we had just received stock of urethane front end bushings and my good friend (I have to say that for reasons that will soon be obvious) David Eichelbaum, had just done the front end of his TR250, I was out of excuses for not doing my TR6. Front ends had always made me anxious. There are all those potential problems with frozen bolts, springs, alignment, pressed bushings.... But with some encouragement, I decided to do it.

So, one Saturday morning David came over to help and teach. I had already put the front end up on stands, pulled the wheels, and disconnected the sway bar: that's right, the easy stuff! The plan was for us to work on opposite sides at the same time and replace the upper and lower A-arm bushings and the sway bar bushings. David attacked his side with a vengeance and while I was still working on mundane things like the brake caliper, he had popped the spring out and had the whole thing apart! With his encouragement and help I finally got my side taken apart. Actually, it was easier than I had thought. No frozen bolts, no

stuck bushings, it all came apart very easily. But then I always could take something apart, it's the re-assembly that hurts. The urethane bushings went in like a dream. No pressing, no fighting to align pieces just one, two, three! We replaced the ball joints on the theory that they were pretty worn and while we were in there we might as well do the job.

The best part was taking the car for a spin. It was quiet! and felt smoother on the highway. The amount of play in the old bushings and thus the front end was scary, almost as much as the rear end before I replaced the outer hubs.

Now this has been the Readers Digest condensed version. Reassembly did involve some care. Making sure we put things together in the right sequence and facing the right direction. Putting the trunnions into the wishbones did involve a little care: which was the front? which way is up? do those water seals really go that way? don't bang too hard or you will bend the little flanges, etc....The lesson here is go slow or get a friend who has done it before to help; I recommend the latter. It was not a difficult operation, but care needs to be taken with the springs. The workshop manual method does not work, because the weight of the car will not hold the spring down as you jack up the spring pan: use a spring compressor! Pay

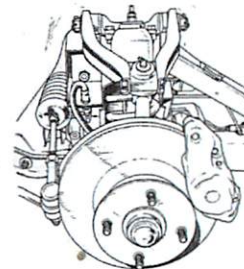


attention to how things came apart: some people use a Polaroid camera to keep a record. To remove the inner wishbone bushing, we hacksawed through the mushroomed rubber section and peeled it off - do not cut through the metal sleeve. After the rubber is gone from one end, you can put a bolt into the bushing and pound on its head to drive it out.

David attacked his side with a vengeance and while I was still working on mundane things like the brake caliper, he had popped the spring out and had the whole thing apart!

Don't forget to grease the trunnion and ball joints as you put them together. It would not hurt to put a grease gun to the fittings after you finish.

The last step comes about a week later. Re-tighten all the nuts and bolts just in case they settle in or (perish the thought) you missed one initially. Also, if you continue to get some squeaking from the bushings, spray the areas liberally with spray white lithium grease. It has noxious fumes so, use caution and adequate ventilation, and it will silence the squeak.



Overall it was a good experience. The entire job took us six hours. I have talked to people who have run into frozen bolts - and my only comment is good luck! I hate it when that happens and am never quite sure what to do.

In addition to saving money by doing it myself, I also learned how the suspension functions which will help next time I hear a funny noise. But the best part of doing these jobs yourself is that you are more confident that it was done right. Many's the time I have had to fix a repair done at an incompetent shop that said it was "no problem." So from an admitted parts changer to you, the moral is: Once again into the breach!

Peter Arakelian, Moss Purchasing



TR6's gather at Triumphfest.

TRIUMPH CLUBS

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

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

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

Triumph TR6 Club
1617 Harmony Road
Akron, OH 44333

TRIUMPH DASH SUPPORT RE-COVERING PADS

This is the answer for those of you with dash support brackets which are in good shape aside from a cracked vinyl covering - just recover it with this replacement injection molded foam-filled cover. Installation is straight-forward requiring only contact cement, a sharp knife and a little patience, none of which are included.



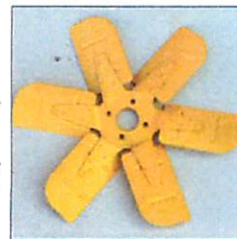
TR4A633-555 TR6 ('69-'72)633-575
TR250 . . .633-565 TR6 ('73-'76)633-585

Only \$118.50 Each!

Hot Summer Item!

AUSTIN-HEALEY 100-6 & 3000 6-BLADE RADIATOR FAN

This is a really first-class quality reproduction of the factory optional "Tropical Climate" fan which Austin-Healey should have fitted as standard equipment. This rare reproduction will benefit all 6-cylinder Healeys yet maintain a factory appearance. Nicely painted in the original "Safety Yellow".



834-880 \$79.95

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 June 30, 1994. Place your ad well in advance, limiting it to 50 words or less. Ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless you specify current issue only. Please include your name, address, state the car is located in, and phone number. Send payment with ad to: Moss Classic-fied Ads, 400 Rutherford Street, Goleta, California 93117.

1977 MGB Roadster: Complete, original, driven daily. One owner - California. 5-speed, 105k original miles. Well maintained. All records. Very good condition in and out. Need to sell quickly. \$5,200. Offers considered. Carolee, Napa, CA. Phone 707-944-9614.

1969 MGC Roadster: 4-speed with O/D. Primrose yellow. Rust free California car. Excellent condition, mechanically perfect. Recent restoration: engine, drive-line, cooling, suspension, hydraulics, electrics, paint, black soft top, and more; 72 spoke stainless wires. Superb running condition - excellent road car. Owned 18 years. Del Aquila, Saratoga, CA, phone 408-253-5156.

TWO spectacular MGBs, show room condition. 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. \$7,900. Newport Beach, CA, phone 714-640-9064.

1952 MG TD: Green with black interior, runs well. \$12,500. Phone 517-839-0737.

1977 Triumph Spitfire: Inca yellow with black top/interior. All original equipment. Original California owner. Immaculate - always garaged and covered. \$8,000 miles. \$6,200 (OBO). 407-784-6307.

1938 MG VA: Saloon, rebuilt engine, very original, all there, un-restored. In U.S. 30+ years. Minimal rust, some tools, manual. \$8,950 OBO. **1953 Jaguar XK120 DTS:** Rebuilt mechanically w/receivers. New top, chrome, tires, Wires. Paint fair. Make an excellent driver or vintage racer. \$21,000 OBO. Photos of both available. Dr. K. Gerard, 310-498-2798, Long Beach, CA.

1960 MGA 1600 Roadster: Good running condition and very good body and interior condition. White/black interior. Original engine, approx. 30,000 miles. Some spare parts, two owner car. Southern California. \$8,500. Phone 909-659-2017 or leave message, 909-659-3103.

1979 MG Midget: White with black top and carpet. 26,000 original miles, Florida car always garaged. New top, paint, carpet, master brake cylinder. Excellent condition inside and out. Driven weekly. \$5,500 OBO. 813-745-2153.

1963 MGB Red convertible for sale: Driven daily, garage nightly. Good buy; good investment. 31 years old. Oldest year this model was made. A classic. Bee Stranahan, phone 910-295-8087, Pinner, NC.

1951 MG YT: 4 place tourer, restored in 1990. Cream body with tan fenders and biscuit interior. Very complete and original car. Car in excellent mechanical (built in hydraulic jacking system fully operational) and cosmetic condition. A great driving car. \$20,000 OBO; C. Van Hazebroeck, 708-986-8232.

1953 MG-TD: Less than 1,000 miles on re-conditioned engine. All original body, is in very good condition. Must sell - \$11,700. Arr. Detherage, 659 Kentwood Dr., Frankfort, IN, 46041, phone 317-659-3242.

1968 MGB-GT: Runs and stops well. Ready for restoration, straight body. \$1,350. Steve, 805-688-3708.

1962 TR3B: 33,000 original miles, same owner 22 years. Newly restored brakes, cooling system, electrical, hydraulics, carbs. New tires, side curtains, carpet. Immaculate interior. Light blue (75), newly dyed black top. Good body, always garaged, well loved. \$8,000. 206-325-5565 (Seattle) evenings.

1979 MG Midget: Collectors dream, 9,500 original miles. This is a virtually new Texas car, not a restoration of a tired, 90,000 mile, rust-belt, daily driver. Pageant blue, wires, always covered, always garaged, no rust ever. \$9,500 OBO. Call John at 214-818-0510 in TX.

1980 MGB: Absolutely 100% factory mint original condition. White with black interior, wire wheels and overdrive. One owner with only 1014 miles. Car has been in dry covered Texas storage since 1980. This is an opportunity to get an MGB that is NEW and PERFECT in every way. Asking \$14,000. Call 713-928-4817 days or 713-438-9151 evenings.

Much of the fun of owning a sports car is sharing its trials and tribulations with other people who have the same kind of car. But what if you've just bought your first sports car and don't know of any clubs in your area.

Well you could contact Moss Motors who maintain a comprehensive directory of British Car Clubs across the country and they might be able to point you in the direction of your local club-if they are aware of the club!

Obviously you could ask around at local parts stores, gas stations to see if they know of any clubs or owners. You could also look in the club advertising section of one of the magazines which cater to our type of car. However we'll assume you draw a blank-but that your enthusiasm remains undampened and you decide to start your own local club!

First you have to enlist the support of your local news media. The 'free' sheet which drops in your mailbox every week. The local newspaper or town magazine. Ever hungry for local news they will be happy to print a press release worded along the following lines:

FOR IMMEDIATE RELEASE.

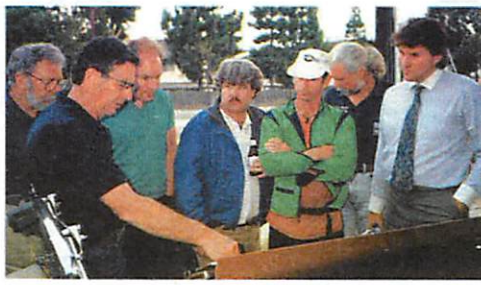
"Local Enthusiast to start MG Club"

John Smith, proud owner of the beautiful 1965 MGB pictured above, invites all local MG owners to the inaugural meeting of the Spring Valley MG Car Club, to be held in the Public Library meeting room at 7:00pm on Friday March 14th.

Since the MG Factory ceased production in 1980, the value of all MGs has risen steadily. By forming a local club, John hopes that the club will help owners preserve, maintain and enjoy these delightful cars. Planned activities for the future include social events, driving events and technical sessions.

If you own an MG, or are at all

FORMING A BRITISH CAR CLUB



Helpful advice is always available through a club.

interested in MG cars then plan to attend the meeting, or give John a call on 555-1212."

Obviously, names, marques, etc should be changed appropriately but the essential message remains the same. There's a new club in town! If you can arrange for refreshments to be provided (coffee and cookies will suffice!) or can maybe rent or borrow an interesting car movie on video to be shown at the meeting, then print that in your announcement as well. You'll be surprised how many people will show up!

The photograph is important as this will catch the eye of the readers who skim through the paper. Also if your paper has an 'automotive' page once weekly, ask for your release to be printed in that section.

THE MEETING.

The most important thing is to have a plan of action and be ready to take charge! Everyone who shows up will be willing to hear you out but differing ideas will surface in due course and other 'take-charge' individuals will emerge from the group. The first meeting, however is up to you. Your agenda might take the following form:

1. Welcome your guests, introduce yourself and give a brief background on your involvement and interest in MGs

(exaggerate if you must!)

2. Pass out sheets for people to record their names, addresses, phone numbers and types of car owned. Leave them space to record their preferred meeting night, and the type of activity they personally prefer (Tours, Rallies, Social events, Tech Sessions, Weekend Trips etc). This becomes your first mailing list.

3. Ask guests to introduce themselves by name, briefly telling what kind of car(s) they have. (Make a note of those who are obviously unafraid of speaking to a group of strangers. These are your potential first club officers!)

4. Announce the first couple of planned events. A Sunday drive to a scenic spot or car museum, would be one choice. Or a meeting at a friendly local garage where everyone could look at each other's cars, discuss problems and maybe hear a presentation from the garage owner

on the type of maintenance an owner can undertake, or basic servicing for your type of car. However it is important to tell the group what the first event will be, rather than say "O.K.now, what do we all want to do?" After one event is safely and successfully past, then future plans and ideas can be solicited and discussed at subsequent meetings.

5. Suggest a meeting night for the second meeting and get a consensus as to which night is best for everyone overall. Also whether future meetings should be held in public rooms, a local eatery, or private homes. However be decisive and try not to get too many contradictory ideas under discussion!

6. Adjoin the meeting to the parking lot to kick tires, look at the cars, maybe watch the movie if you obtained one. Make a point of getting to know the two or three people who seemed most interested, least shy, etc. and sound them out as to whether they'll help organize the club. At your second meeting,

Continued on page 15

TWO UNUSUAL MG'S.

Shown here is the rather unusual MG TC Special of Leah Cole from Scottsdale, AZ. We spotted this car at the British Car Day and asked Leah to give us a few details. The identification plate on the car describes it as an "MG TC Special" of 1945 vintage which was rebuilt in 1949, in Henley-on-Thames. On the dashboard is a racing badge from Goodwood (in England) dated 1966. The front grille bears an insignia of "Coppgrove" which is believed to have been the garage which carried out the conversion to 1500cc. Yet another plate on the car bears the inscription "TC Plus1816/9083". The original English license plate was KLY 923.

Leah is anxious to find out more about her car, and where it came from. If anyone out there can supply further information we would be pleased to pass it on.

Mike Goodman is well known to MG aficionados in the Los Angeles area, as a Moss Distributor. The former partner of Al Moss now runs a successful MG business and part of his promotional program includes the super MGB Pickup shown here which Mike built



some time ago, this 1973 MGB is comprised of the front part of a Roadster and the rear end of a 1971 MGB GT.

A 1" square beam is welded in behind the seats to give the vehicle structural rigidity, and the car sits on 15" wheels. The suspension is Moss Coil-Over with Spax shocks on the front, and KYB rear tube shocks. The Azure blue interior is complemented by a Motolita steering wheel. The car is fully smog legal and as a safety factor the gas cap was moved inside the bed of the pickup, which also houses the weather equipment-(top and ton-

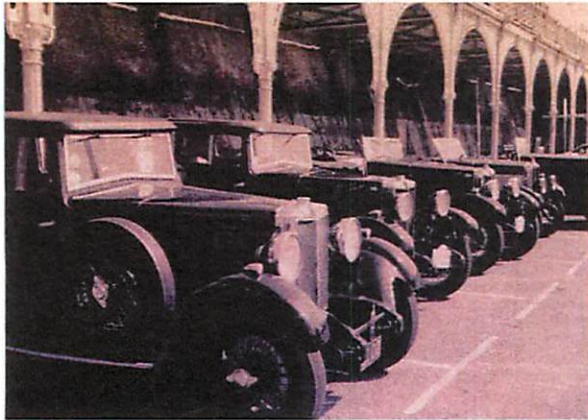


neau) in fitted boxes!

Beautifully painted in two pack Blue and White the car is a credit to Mike's skill, especially when you consider the conversion only took some five months!



MG-"THE EARLY YEARS" Big 'uns and Little 'uns!



A bevy of 14/40's and 18/80's pose in the afternoon sun.

In which we continue our series of articles on the history and development of the MG Car Company. Written by Doug Beagley of Bremerton, Washington, whom we inadvertently moved to Los Angeles in our Spring issue! Sorry Doug.....must have been the 'quake that did it!

It was in July 1927 when the Morris Garages were registered as a limited company. From then on a brass plate fitted on the bulkhead carried an MG car number rather than a Morris number. However, the latter was still to be found stamped on the chassis.

In the Spring of 1928 a further step was taken and the MG Car Company (Proprietors: The Morris Garages Ltd) was formed. This brought about a further step towards independence, and owners handbooks etc. were issued by the new company. It would now appear that we really have MG's from here forward. In late 1928 a new venture was tried and a new type of car was offered as the 18/80 Six. The engine was from Morris, but the remainder was worked out by the folks at MG. The six indicated that the car had six cylinders, an overhead camshaft engine of 2468cc, with bore and stroke of 69 and 100mm. It is believed that the engine produced about 60 hp, so you can see that it was a larger and more powerful vehicle than had been produced before.

The wheel base was 114" and came with a three speed 'crash' gearbox. The engine was fitted with twin SU carburetors. It was quite a good performer and would reach almost 80 mph which was not to be sniffed at in those days. The Six was offered with two and four seater open bodies, and also various styles of closed bodies. However, it was more expensive than the models which preceded it, but it permitted the company to enter a new market-in today's language an "up-market" sales ploy. The cars continued until mid 1931, and in general they were more a sports type of carriage.

In late 1929 another new model was offered, of which the previous type was known as the Mk I and the new improved model naturally became the Mk II. It was fitted with a four-speed original Morris gearbox and the brakes were redesigned. Another feature inherited from Morris had been the narrow track of 48"-this was widened to 52" which permitted the fitting of wider bodies. The chassis was redesigned and

the body styles were as before. All in all, the Mk II was a better car than its predecessor, although performance was similar.

Let's go back a few years to 1927 when William Morris decided that he had to compete with Austin who had just introduced the Austin 'Seven'. This was a very small car designed to carry Mom and Dad and a couple of kids. Morris had taken over the Wolsley concern in that year, and he found that he had inherited a very nice 8 hp engine from them. The history of this engine is rather interesting. During World War one, the Wolsley company had built Hispano-Suiza aircraft engines and had developed their own version. This engine powered such famous aircraft as the British SE5 and the SE5a. The car version of this engine was like the Hispano, fitted with a single overhead cam.

The engine first went to Morris of course, and was the basis for the Morris Minor a competing car in the "baby" class vying with Austin's Seven. Cecil Kimber of MG managed to secure one of the new Morris cars and had the body removed and fitted with a light, two-seater, fabric type body on a plywood skinned ash frame. The suspension was lowered, the wheels were standard 'Minor' wheels with three fixing studs, but MG hubcaps were fitted. The wings were cycle type, the windscreen was small and "V" in shape. There was a very basic hood which lived with the spare wheel in the boat shaped tail.

The engine was of 847cc with bore and stroke of 57mm and 83mm and was fitted with a single overhead camshaft which drove a vertical generator fitted at the front of the block. On both the cam shaft and crankshaft, bevel gears were fitted which drove the generator. It was essential that these gears be correctly fitted or oil would leak down into the generator with obvious negative results. The gearbox was a three-speed crash box with dry clutch, and the engine boasted a single SU carburetor. The wheel

base was just 78" and the track 42" so you can gather this was a very small car. The output from the little engine was 20 hp at 4000 rpm in the early days, but this was later increased to 27 hp at 4500 rpm.

Now all this may sound to you rather pedestrian, but when you consider the light weight of the whole car, you might describe its performance as "adequate"! The types of bodies offered were a two-seater open and also closed types. Some of these were known as businessmen's coupes, or Doctor's coupes. They permitted a driver to arrive at his office in a sports-type car without being completely windblown, and if raining, only a little on the damp side!

One other body type was offered and that was the Double Twelve Replica. The "Double Twelve" was a race which was held annually at Brooklands, the great British banked racetrack in Surrey. The locals, however, complained about the noise of the cars. In a charming British style compromise, it was agreed that all the cars would run with silencers (mufflers) and the races would not continue after dark! These races were very popular, as it permitted the entrants to demonstrate the durability of their vehicles. However, with the prohibition against driving during the hours of darkness, it was necessary to run the race in two daylight 12 hour stints-hence the "Double Twelve". During the night hours the cars were impounded. It was in these races that MG first started showing their colors and did very well in the Double Twelve. In consequence MG produced a series of replicas of the successful cars and 3,235 of the "M" Type were built.

It was here that the title "Midget" was first used. It was a good choice for a name as it described the small car very well. Furthermore it had the initials M and G in the name. It was rather odd that a motoring magazine predicted the arrival of the car before it was introduced. They described it but called it a Morris "Midget". This would not have gone down well with Kimber at all! The reason for the choice of "M" as the type designation has been lost, but it may have stood for either the Midget or the "Minor" from which it was derived.

In passing, it might be of interest to note that in January 1930 the son of Henry Ford was given an MG Midget for his birthday. I can still recall when this car was rediscovered in the 'fifties and turned over to the Ford Motor collection. It was noticed that the radiator cap was missing and a message was sent to Abingdon to see if a replacement could be obtained. A search was made

around the works and offices, and would you believe it, a cap was found! One of the MG foreman was using the cap as a paper weight and had done so for years! The replacement cap was shipped to the States where a member of the MG Car Club ceremoniously screwed the cap into place, thus completing the M Type's appearance!

Doug Beagley

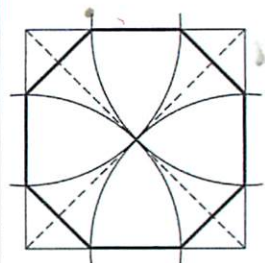
(Next time we'll continue the saga of the MG Car Company with more from Doug.-Ed)



WANT TO MAKE AN OCTAGON?

Ever needed to make an octagon for an MG friend or an event? Want to keep the kids quiet on that rainy day? Here's an easy way to get it right the first time.....

1. Draw a square the size of the octagon desired.
2. Draw diagonals to find the center of the square.
3. Set a compass to the distance of a corner to the center.
4. Draw four arcs, one from each corner of the square.
5. Connect the arc/square intersections to form a perfect octagon!



Ted Barron. Bowling Green, OH.

MG Clubs

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

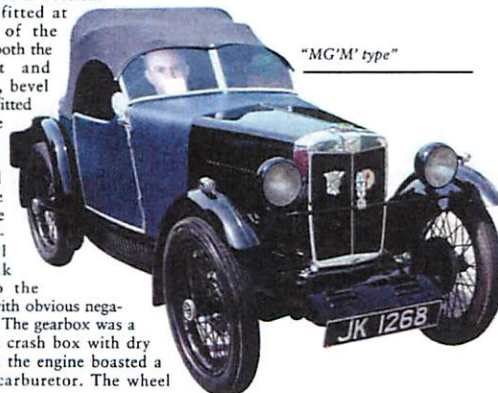
New England MG "T" Register
Drawer 220, Oneonta, NY 13820

North American MGA Register
2114 Pinehurst Drive
Carmel, IN 46032

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

American MGC Register
34 Park Avenue
Asheville, NC 28803

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



"MG 'M' type"

FURTHER THOUGHTS ON "TRICKLE REBUILDING"

Last year in the Summer issue of "Moss Motoring", our R & D Manager, Chris Nowlan expounded the theory of 'Trickle Rebuilding'. This resulted in correspondence from several customers and we would like to share a couple of experiences with you here.

First from Columbus.GA-Gary Ganaway.....

Chris's article certainly hit home with me. I have been practicing this philosophy for about a year now on my 1969 TR6. The time had come for me to have another hobby, or if I was honest with myself, to finally own the British sports car I had always coveted in my youth. Not wishing to get involved in a major, complete, restoration I finally found this early model (CC 28117) which was in good shape and appeared to be original, except for the color.

Of course, after a few days enjoying the car, you start to see things that need attention or need to be repaired and the fun starts! This is the point where you should all pay attention to the 'trickle rebuilding philosophy'. The initial reaction is to start listing parts from every page of the superb Moss catalog which surely, after installation, will give you a completed picture perfect car. This is not only expensive, but can be frustrating since it places demands on your time, and the car always seems to be on jack stands and not on the road to enjoy-which is why you bought it in the first place!

Trickle rebuilding allows you to focus your efforts and concentrate upon a specific area, it also promotes innovation; for example, a threaded bolt, nut, large washers and sockets as distance pieces, make a good tool for pressing in suspension bushes- and while it may sound silly, creating a "bond" with you car.

The first step is to arm yourself with the shop manual for your car, and collect



all the back issues of "Moss Motoring" for reference articles that provide valuable information on putting and keeping your car in proper shape. Read, study, and read again, and above all take your time. A few phone calls to Moss has also helped when I had questions about specific parts or instructions.

The best rewards come from doing simple things which show immediate results without breaking your bank account. It was amazing the improvements I saw after installing new battery cables, new ignition wires, new points, condenser, rotor and distributor cap along with resetting the timing. The next series of improvements, again not a major expense, was new air filters, exhaust manifold and carburetor gaskets, fuel filter, and a complete draining of the oil and water including flushing the radiator.

These are the types of projects that tend to be easier to do, plus allowing you to get to know the car better as you move around and inspect; and you can road test

quickly! Since then there have been numerous trickle rebuild projects I have undertaken, and yes, as you progress they do tend to become more expensive, but during all this the car was only off the road for about one week at the most.

The nice thing about these cars is that almost everything bolts, screws, or taps into place and you can experience a real feeling of satisfaction completing the projects yourself. I surprised myself by doing such things as replacing the shocks, and new front end suspension parts, new motor mounts, brakes, rotors, wheel bearings and a host of other things I had always entrusted to the shop.

I now have a car that runs and rides better, and thanks to Moss has been kept in original condition. Yes, there are more projects on my list but thanks to 'trickle rebuilding' I look forward to completing them one at a time thus avoiding frustration and depletion of my bank account!

Gary

...and now from Valerie Stabenow of Freeport,IL.

You asked last year if anyone had stories to contribute to the 'trickle rebuilding', school of thought. Do I ever??!

I have a 32 year old, a 25 year old and two 20 year olds. However these are not my children, they are my British cars! These are a '62 MGA, a 1969 XK-E, a '74 Triumph Spitfire, and a 1974 Midget, and I have been practicing trickle restoration since I purchased the Spit in 1986. As you can imagine with cars as old as this, some-one always needs something!

With the Spit. I was primarily concerned about the mechanicals and the first repairs were a new clutch and rebuilt brake and master cylinders. A new set of tires were also in order. After the mechanical things were sorted out (and I had saved up enough of the green stuff!), I went in for the body and paint job. Since then I have sorted the mechanical fuel pump, installed a new starter, and finally figured out a strange problem with the oil light.

The "E" also had to have his mechanicals brought up to snuff. His paint is kind of old and checked (original lacquer). I replaced his oil sending unit, replaced the speedo cable and exhaust and had the rotors turned. The following year I gutted the interior and installed new panels and leather seats. The next year my brake calipers sent me a heavy duty message by

leaking out all their brake fluid over winter storage. That repair entailed 4 rebuilt brake calipers, and rebuilt master cylinders for brake and clutch. Oh, I almost forgot. I ended up rebuilding the clutch slave cylinder while installing the interior. It had leaked all over the insulation on the fire-wall!

The Midget has by far, taught and tested me the most! Dipping and swaying down the road, I got the clear message that the lever arm shocks needed rebuilding. I did the fronts the first year and had the rears rebuilt the next. The next year the water pump went. I may not be the fastest mechanic but I love it when my repairs only cost me the parts and my time. In this past year, I have rebuilt the carburetors and the front suspension, and the suspension rebuild had the car tied up in my shop for the winter. I spent every Saturday dismantling, reworking and then reinstalling the new parts.

All of these cumulative experiences have helped me enormously with 'trickle' project #4, the MGA. Stored for 17 years before I bought him, I find this car to be a wonder. New tires were in order, a couple of new freeze plugs and all new hoses, spark plugs, etc. This past Saturday was spent rebuilding the carburetors. It's funny how replacing broken parts and some old seals make things run like new! Later on this year he will get a new interior and carpets from Moss. Of major importance in trickle restoration is to buy needed parts as you can afford them. The first priority is to replace broken or non-functioning items and safety related things like tires.

I like all my cars and I like to DRIVE them! It's no fun to drive a car that has you worried about the brakes or the clutch, and I don't see any sense in tearing a car all apart and the taking years to redo it. Nor do I have that very special tool, an unlimited checkbook, that I can just take out and use any old time! With four of these cars, I have been able to do most of the work myself, and many people are surprised that I am able to undertake this type of work. But, as a friend commented to my husband, "Just be glad that she doesn't collect steam engines!"

Thank you for your time and help!

Valerie

(Couldn't agree more with either of the above, and after all these cars were meant to be driven, and you can't drive it, if it's in ten thousand bits! As Valerie points out-if it's safe to be on the road then get out there and 'trickle' it as the weeks go by! Ed)

Dear Editor... continued from page 2

Keep up the good work! I really enjoy reading "Moss Motoring" and I'm even discovering that it's fun to work on my car (but, as we all know, not as much fun as driving it!)

Jenny Westdal,
Pt.Ludlow.WA.

Dear Moss,

My son and myself drove our '72 MGB to MGs on the Green in Charlotte last year. We had just parked, when a guy in a Ferrari drove up to the registration desk. It was extremely satisfying, and somewhat amusing, to see the person in charge of registration, bend down to the driver's window and ask, "What kind of British car is this"?

Jerry Carroll,
Andrews. NC.

Dear Moss,

I have been cursed with an affection for British sports cars for over twenty years now, and for all of that time I have depended upon Moss Motors for parts. As an Air Force officer, I move frequently and find your worldwide parts service to be outstanding.

While it's nice to get an MG TC shock link delivered to Michigan, it's a godsend

to get an MGA pressure plate delivered to Guam! I also appreciate your decision to publish "Moss Motoring", and I have always enjoyed browsing through your catalogs, (they're the adult equivalent of the Sears-Roebuck "Wish Book"!) but your "Moss Motoring" is even more entertaining.

I am enclosing an article which you might like to consider for "M.M." (we will! Ed) and I close by asking if you are ever going to publish a Jaguar E-Type catalog? I bought my E-Type fifteen years ago and I know you've had a catalog in the 'works' since then!

Steve Tom,
Honolulu.HI.

Dear Moss,

I can't tell you enough how pleased I have been, over the years with your service. It is second to none. Currently we have two MGs and both continue to provide my wife and I with the best in motoring.

However I was very alarmed and concerned when I received your new products and price list effective 1.17.94, because I was browsing through the list while taking a leisurely bath, when I went into shock upon reaching page 23! This was when I discovered that the earthquake you recently had out there had

produced effects so severe the national news was afraid to cover it!

Check the map on page 23- the great State of Ohio was swallowed up and disappeared altogether, and New Mexico was split in half- the other half of New Mexico now residing where Ohio once was! I called our State Governor, who when informed, claimed that this was an enhancement and therefore he was raising my property taxes!

Having said that I love your service, I now have two questions. What does this do to my shipping charges?-and does this

letter qualify as a technical tip for geography pupils?

Bob Metzler,
Columbus.OH.

(The answers Bob are, nothing and no! However you will note that the date the Product and Price list came into effect was the same day that we had our shaker!! We are making desperate attempts to redress the situation before our next price list, which will be printed on waterproof paper, so you can actually browse through it underwater! Ed)

Dear Moss,

Please find enclosed a photo of my license plate on my fully restored 1974 1/2 TR6. The inscription says "Nothing could be finer...", which is one of our sayings here in South Carolina. Indeed, nothing could be finer than taking a road trip through the beautiful mountains of upstate Carolina or western North Carolina in a BRI-ISH sports car!

The most common questions I get asked about my tag are:

- 1) "You couldn't get the "T" ?" No this is how the British say it.
- 2) "Are you British?" Heck no! I am from Georgia, the car is British!

Thanks for all the help you folks have been in keeping the dream alive and on the road. Keep up the good work!

David D. Harrison,
Greenville. SC.



More entries from our great photo contest...



Carol Ecklen
Stockton, CA

Lou Marchant
Keller, TX



'Winter
Blizzard
1993'
Robert & Teresa
Martino
Hopewell Junction, NY



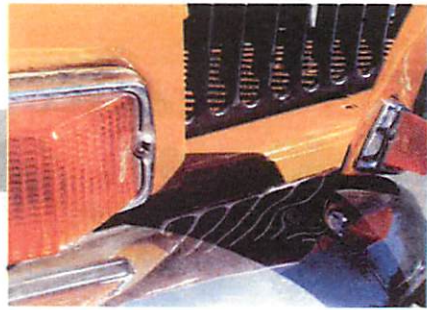
John Kopf
Jackson, MI

'Keeping It Clean'
Ron Zeraldo
Ontario, Canada



Susie Yates
Midland, TX

Nelson Hallgren
Olympia, WA



Wayne Erickson
West Boylston, MA



Bill Oslon
Bainbridge Island,
WA





VINTAGE RACING-KASTNER STYLE.

by Rick Feibusch

Bill Burroughs and Paul Smock are two of the world's biggest Triumph fans. Bill owns a TR6 and a TR250, and Paul's family has a TR4, a Herald and a pair of TR4As. Together Bill and Paul own the TR4A vintage race car pictured here.

Bill is one of the principal voices in the Southern California Triumph Owner's Association, and as a longtime enthusiast remembers Triumph's glory days of class dominance in SCCA production racing and the European Rally circuit. After driving their Triumphs across the country to the Road Atlanta circuit during a VTR National Convention in Georgia, and having spent years street and slalom racing, Bill and Paul decided to go to racing school, get certified and build a real vintage race car....What a Southern California kid, who grew up with Disneyland in the back yard would call an "E" ticket ride! (The now defunct Disney ticketing system provided "A" tickets for simple toddler rides up to the most exciting and expensive "E" ticket extravaganzas).

On a tight budget but armed with decades of Triumph wrenching experience and tremendous enthusiasm, our heroes set out to find a cheap and solid old TR4, and build it into an exact duplicate of one of Kas Kastner's highly competitive factory supported races from the '60s. The first part was a

reminding each other that vintage racing is not just about winning and losing; it's playing the game in a 25 year old, full factory replica of their favorite car.

Using the Kastner Competition Preparation Manual, Bill and Paul collected all of the right pieces as they finished up the chassis. Parts like real alloy wheels from a factory racer, and a finned sump and finned aluminum brake drums from a factory supported '60s SCCA race car. The straight axle chassis was built to Kastner specs and they even acquired a Kastner stamped "F" cam which was installed in an engine built to be a good 'learning motor' and not a radical racing monster. The object was to get some driving experience with out having to rebuild the motor every two weeks! Vintage racing associations require some modern safety equipment, so a fuel cell and some \$800 worth of Nomex fireproof clothing was purchased to make the car '90s race legal. Our two heroes then completed race driving school with the blue and white Kastner replica. That, and ten racing weekends produced only one mechanical failure- a leaky axle seal! With more experience, came the need to uprate the performance of the TR4. A '60s era Moon race cam replaced the milder Kastner unit, while a racing seat and a sticky set of new tires cut ten seconds off their lap times for 1993.



The Kastner Replica TR4 on full song!

breeze. A solid TR4 turned up at a Long Beach Police auction and was purchased for \$50! The second part took three years of hard work. The partners set up a time schedule, a \$3000 budget and stripped the car to the chassis.

The engine and chassis work was carried out at Paul's house in Long Beach and the body was undertaken at Bill's house some thirty miles away- a sort of commuter classic! Parts were bought, traded, bartered and services were handled in a similar manner. Much of the work they did themselves constantly

Other Triumph Club members having gone to see Bill and Paul at the track, have built their own racing replicas of the past and by the end of last year no fewer than five SCTOA Triumphs were ready for the starting grid, and together they formed the "E" Ticket Racing Team. The Team has created much more than a weekend diversion. This highly visible example of Moss Motors sponsored Triumph motorsport was shown in no less than seven autoshows and fourteen races during 1993, collecting numerous awards along the way, includ-

"Weekday Sales-Weekend Racer"

by Jonathan Lane, Moss Sales.



Jonathan Lane rounds the track.

Though I have always loved cars, I have never been much for the art of concours restoration myself. My everyday MGB GT is tidy, but far from perfect, and I believe that I would lose a record number of points if I actually entered it in a car show! I can just hear the judges- "Leather Interiors weren't available in 1971 and where are the headrests?" Also, adjustable Spax shock aren't 'correct' and that coil-over suspension doesn't look 'factory' and isn't that the wrong grille?! Who the heck cares-I'm going for a drive.

That's the way it usually is with me. I go to a car show, look around for a while and then get bored and head for the backroads at speed. I do however have a great respect for those of us who are actually trying to improve the performance of these automotive dinosaurs we drive. Some of these cars are lucky to be able to simply get round a corner without launching themselves into orbit, let alone getting round it quickly. In the search for those elusive G-forces there are endless questions that arise, and as one of the

Moss crew I hear a lot of them. Some I can answer- some I can't! I make it a point never to claim to be an expert on anything, because someone will always prove you wrong! I do get to talk to a wide variety of our customers, and I am always pleased to hear from someone who is racing their car or preparing it for competition. In fact I must confess that I enjoy discussing lap times at Willow Springs much more than researching the correct screws for threshold plates on a TR3!

In the pits at any race around the country, be it SCCA, Vintage or whatever, one finds amazing diversity in the cars and that's what excites me. The pits at a typical race dazzle the spectators with a tremendous spectrum of color. From the bold stripes on the bodywork to the blue anodized Aeroquip fittings, every car is unique and somewhat rare, no matter who owned it in the past. Everyone has their own ideas for making the cars go faster- some people invest thousands of dollars trying to knock a few tenths off

Continued on page 14

ing 1st place in Slalom and a second in concours at the Vintage Triumph Register's National in Seattle, a Racer's Choice award at the Moss Triumph day and the year was completed with the award to "E" Ticket Racing, of the "Digger Davitt Memorial" award as Triumph enthusiasts of the year, at Triumphfest '93 in Sacramento.

Paul and Bill also got the first TR-MG Challenge Race started at Willow Springs in 1992 and for 1994 no less than 20 Triumphs are expected to be the standard bearers at the Third Annual Moss Motors TR-MG Challenge race at Las Vegas Raceway against Abingdon's finest in November this year.

More club members are joining in the fun and we should see no less than sixteen SCTOA Triumphs out in the pits this coming season. Nothing gives Bill

and Paul greater pleasure than helping another Vintage Racing enthusiast get started. "Talk to us before you hand that blank check over to some so-called engine builder" says Bill.

"Half the fun is in the building, the other half is in racing (i.e. finishing!) and we wouldn't want you to miss out on either of the gains. Stop by the "E" Ticket pits any time we'd love to help you get started" said Paul.

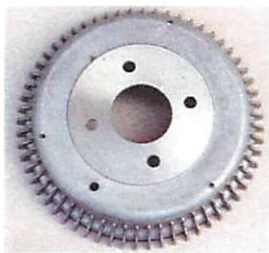
Though Vintage Racing gets major coverage in the general press when Ferraris race at Palm Springs, Bill Burroughs contends that racing is just as much fun to compete in driving an MG, Triumph or Alfa. He stated "While we all love to watch the Ferraris and the Cobras on the track, most of us can actually afford to own and race a Triumph- or at least share one!"

New Product Highlight!

TR3A-TR6 "ALFIN" FINNED BRAKE DRUM SET

These 9" alloy brake drums are reproductions of one type of the highly sought after finned "Alfin" drums available as an option from Triumph originally. Light weight and superior cooling abilities make these a popular accessory for street and racing vehicles.

586-028 \$179.50 pair





"Through The Dark Night Brightly"-

OR 'How I Learned to love the ground clearance of my Austin Healey exhaust.'

The Hurst shifter and radar detector cord dangling from the sun visor should have been a dead give away. Larry was considered a novice by the Northern Ohio Valley SCCA and as such was entitled to a get-acquainted run through the autocross course, with an experienced driver before the timed competition. By the time I unbuckled myself from his "five-oh" Mustang, I learned that 'novice', unlike 'virgin' is a relative term! Larry launched off the line and through the timing lights at Fort Stuben Mall in Stubenville, then into the 90 degree left-hander wringing every ounce of torque from the Holly fed monster. The tail of the car wanted to change ends with the front, and Tom Selik, (or was it Tom Vogel's) life flashed in front of, then behind me. My student drove the remainder of the fast and open course in a slightly less spirited manner, while I told myself and him to look like we/was/were in control! When things quit spinning, my "novice" and I spoke of the need to be in control, to be smooth and know what you and your auto can/can't do.

The Bill Vargo designed course was wide with smooth transitions and plenty of speed, but the unique feature was that the event was held on a Saturday evening in August. The heat of the day was past. most of the mall was closed and incidental traffic was at a minimum-a new and exciting concept, at least in this area.

As evening gave way to darkness and my son Eric, and I became accustomed to the relatively high speed, our Healey began to bottom out on several parts of the course. Kissing asphalt at speed produces a beautiful, orange plume of sparks from the all too low 100-6 muffler. Also remember that in D Street prepared, the car is further lowered by virtue of the fact that our tires are 60-series 195 X 14 Yokohama's on seven inch rims, as if the muffler placement isn't low enough already! It also became apparent that the class competition was at a disadvantage with our BJ8 engine turning the 'yokes' across the course the way Sister Frances Marie used to like to twist my ear! The vintage '59 kicked a little asphalt onto the windscreen and into the stacks of two Weer-fed Triumph Spitfires, and at trophy time I managed to grab first place and my son Eric won second in class. He vowed to beat me next time-this is not backyard hoops!

Bill Vargo had FTD in his obscenely fast C Mod car and should be commended for the excellent course and evening autocross concept. However nor all of the lights in the mall lot came on, and maybe reflective vests and high beams wouldn't be a bad idea, but the sparks in the dark looked beautiful! (Hmm, maybe I could install a light bar with a dozen or so high intensity off-road lights too?). Bob Mann in "Kermit", a frog green Bugeye sports racer also blistered Mike Ancas in his Honda for a trophy.

And Larry? Last time I saw him his smile was lighting up a dark corner of the lot. He has the qualities required of a good competitor, spirit, good reactions and the ability to listen and learn,(he thought the Healey was V8 powered!). He has four more events to run in novice class and take that get-acquainted run at the beginning. Does anyone have a spare helmet?

Walt Peterson.
Pittsburgh,PA.Series "C"



"Old Sprite drivers never die-they simply flail away"!



Frank Butcher Hustles his Sprite through the slalom at the Moss British Car Festival.

How can it possibly be 25 years since I acquired my first Sprite? How could I have gotten so old and still be adolescent enough to drive a Sprite to work every day? I say adolescent because of all the British sports cars, I feel that no other has the youthful exuberance of the Sprite, which has no useful purpose but fun! And fun they are.....

It's no wonder that probably more Sprites found their way to the racetrack than any other mass produced car, since when being driven to the limit, they reward finesse, and forgive being over extended. On the street you have the satisfaction of being able to drive them near their limits. I think I would be so frustrated to drive a modern car, which could never be used near its speed potential on most roads without running foul of the law, or endangering others. Happily, all the excitement is still incredibly cheap because, except for 'BugEyes', Sprites, they still have little collector value. They are still likely to be used as God intended them to be used or are broken up and awaiting rescue.

The downside of this, is that used often means used up! Modified and pre-

viously repaired on a tight budget. But never fear-no other sports car is as inexpensive to repair, or requires as little expertise to work on. I rebuilt mine using only hand tools, an electric drill and sander, in my carport for less than \$1000. This included an exorbitant sum, to pay someone to come over and do the final welding on some rust repair panels I had pop-riveted in place! Also, it includes the paint job over my own body work.

True it looks best in the poor afternoon light, in the carport, but perfection isn't always going to last long on a car that is driven regularly anyway. I do sometimes leave it home on rainy days, and that's because I've never even had a top on the car! I still remember what it was like driving my first Sprite back in Pennsylvania, because the defroster didn't-and all the windows were only inches away!

Driving wasn't the only thing that fogged the Sprite up quickly; maybe my wife and I should relive that portion of my life. But, that's another story!

Frank Butcher. Moss Sales.

Big Healey Seat Packing

by Ron Phillips

One of the big problems in restoring an Austin-Healey, especially one that has been modified, or disassembled with all parts thrown into bushel baskets (hence the term basket case!), is that the factory parts manuals don't always tell the whole story. Such is the case with that stuff you sit on. No, I don't mean any part of your own personal anatomy, but rather the seat mountings and all of their individual parts.

Big Healeys have basically two kinds of seat mountings and hardware, sliding and fixed. Early 100's (to body 1001 according to the factory parts list) may have both the passenger seat and the driver seat fixed to the floor. Certainly this is one valid interpretation of the parts list. However, a very early car in our club came to it's owner with an adjustable driver's seat set on a slider mechanism. Whether this was a "conversion" mentioned below or was standard, as another interpretation of the parts list may imply, I can't say. What I can say is the parts list is not as straightforward as I would like in this regard.

Continued on page 12

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

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

Following our interviews with Roger Menadue in the recent issue of "Moss Motoring", and mention of the Westland Healeys, we received the following from Chuck Breckenridge.

THE FIRST MODIFIED HEALEY. THE WESTLAND.

Superlatives best describe this unique Healey-First, Rarest, Fastest and Unusual.

FIRST-The Healey Westland was built from 1946 to 1950, there were 64 Westland bodies mounted on the 2443cc Riley powered chassis that Donald Healey engineered. 959 chassis' were sent to seven other body companies. The Healey and the Silverstone were the most renowned..

RAREST-Only 19 of the 64 Westlands are in existence, of which only two or three are in the USA. This is better than one would think considering 'Bic' Healey thinks only five were sold to buyers in the US.

FASTEST-The Healey Westland was promoted as the fastest production car in the World in 1946-timed at 107 mph.]

MOST UNUSUAL-The picture says it all, most surely the first modified Healey. It's the grand daddy of all Austin-Healeys and literally without the Westland there may not have been an Austin-Healey today. According to Geoff Healey, this car may be the one he and Donald drove across the USA in 1948 to see if they could determine what the Americans wanted in a sports car. After the trip they concluded that we needed a great looking car that would travel at 100mph and be priced under \$3000. So the 100 was conceived.

(Editor's note-Of the 64 Westlands produced there were three different chassis designs. Series "A" cars had a single fuel pump under the hood on the firewall. Series "B" cars had the fuel pumps at the rear of the chassis. Series "C" cars

had revised lighting (headlights moved to fenders) and improved redesigned front suspension. In addition to Westland, other bodies were produced on the same chassis. These were the Duncan and the Elliot saloons but no production records for these early cars seem to exist. The Silverstone and Nash-Healey were built on variations of the "D" type chassis. Chuck's Westland has been hiding in Edmonds,WA for almost 8 years and is a "B" type chassis produced in 1948. With the documentation he has from Geoff and Bic Healey he certainly has an interesting, and unique project on his hands.)



TECH TIPS

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

TECH TIP 87

Removing MGB-(1967 on) Door lock.

Harry L. Christian, Rialto, CA.

Use a small geared hose clamp placed flush with the inside of the door. Draw it tight with a nut driver, and a tap on the doorlock will pop it out with no damage to the paint! By the way I really enjoy "Moss Motoring" and read every issue from cover to cover.

TECH TIP 88

Filter Modification for Sprite.

Alan Van DeWeghe, Ramsey, NJ.

I recently purchased the spin-on oil filter adaptor for my 1967 Sprite, and after installation realised that I had to do something with the oil filter warning lamp wire. After browsing through my friend's speedparts catalog I found a 20lb oil pressure switch, and I installed this on a "T" fitting along with the stock oil pressure gauge line. I used a two inch long, 1/8" brass pipe between

the block and the fitting.

Now if my oil pressure were to drop below 20lbs, the warning lamp would illuminate, hopefully with enough time to be able to switch off the ignition. A stock oil pressure switch should NOT be used as most of these are set around 7-10psi, and by the time the lamp alerts the driver the damage has already been done. Ten pounds of pressure for every 1000 rpm is a good rule of thumb. Adjustable pressure switches are also available.

I hope you can use this tip and thanks for printing such an interesting newspaper.

TECH TIP 89

Cheap Retrieval Tool.

Joe Baba, Fresno, CA.

One of "Murphy's Laws" states that any tool or piece of hardware dropped while working on a car will roll under the car to the geometrical center where it can not easily be reached from either side.

An easy to make retrieval tool at virtually no cost is to tape an old fan belt to a piece of wood about 24" long-then nothing will be out of your reach no matter where it rolls!

SOME THOUGHTS ON ENGINE OIL.

The Lifeblood of your English Classic

Engine oil does many things. Its film strength keeps journal and bearing metal apart. It keeps sliding parts from heating up too much, and it suppresses corrosion and cushions impacts.

The viscosity of an oil at its operating temperature, 180 to 200 degrees Fahrenheit, is a measure of the cushioning available. Cars of older designs, say ten year or older, have larger design clearances than do newer cars and these older cars should use a higher viscosity oil, 20W-40 or 20W-50 than that recommended for newer cars where 5W-30 is usually recommended.

Synthetic oils, however, appear to be the coming thing, and they are in fact a superior lubricant. However, except for one or two brands, their low numbers are 5W or 10W. If these oils are used in older cars, which were designed with larger clearances, you will immediately notice an idling oil pressure, when hot, of ten to fifteen pounds per square inch lower than you had previously with a 20W oil. If your oil pressure was good with the higher viscosity oil, then this slightly lesser pressure at idle with the 5W- or 10W-oil is nothing to worry about. However if you do not like what you see on the oil pressure gauge go back to the 20W oil you were using before.

What about all those highly advertised additives for oil? They claim to contain molybdenum disulfide, copper, zinc, graphite, or polytetrafluorethylene

-PTFE. (Try saying that after the Christmas Party! Ed) The engine and oil manufacturers work together to formulate engine oil that will do the best job physically and chemically. Putting all this additional stuff in your engine oil may destroy their best efforts. The salesman who can prove that Teflon is good because the idling RPM went up one hundred revs, is the same person who later wonders why his rings are sticking and his oil consumption is drastically higher within six months!

The same person who shows you the wonders of molybdenum is the same person who wonders why he has low oil pressure next year because his bearings are corroded! If you are using the wrong viscosity oil then additives may correct it, but why not use the correct weight to begin with? Moly and graphite are very hard small particles which are very temperature resistant. Pile a bunch of them behind your piston rings, and you will have a ring modifier, NOT a viscosity improver, and that modification will take the form of quickly worn and sticking rings.

Additives are used much like people on a poor diet use vitamins and minerals. However it is far better to eat a good diet. Change your engine oil every 3,000 miles, use the manufacturer's recommended weight formula, change the filter and your problems in the engine department, will all be small ones!

Bob Mason, Fairhope, AL.

Big Healey Seat Packing *Continued from page 11*

What I do know is that for the passenger seats on the early cars, any adjustment fore and aft is done by unbolting the complete seat fixing assembly from the floor and moving the complete assembly fore or aft on the holes provided in the floor. Later 100's (after body 1001) have a fixed seat assembly that has only one mounting position's worth of holes (three per side) drilled in the floor. Thus, it has no provision for adjustment by unbolting and re-bolting to the floor. Rather, this later "fixed seat set-up" is adjustable via the metal cushion frame assembly which can be moved fore and aft on its mounting holes. This later set-up is what I have on my later BNL.

The factory parts list contains a list of hardware for seats up to body 1000. The problem with matching up the 100's factory parts list with what I have found from experience is that the parts are not illustrated and are unique to the 100's. Further, later factory parts lists don't show some of the parts that we all know came with the seat mechanisms. In any case, I don't believe I have any of the early car's parts in my collection nor do I have any in my "recollection". What I do have are the components to make up both an adjustable and a fixed seat base for the later cars. These correspond to my later BNL. And, very important here, it is these components I will now discuss. All further discussion will be for cars after body 1000.

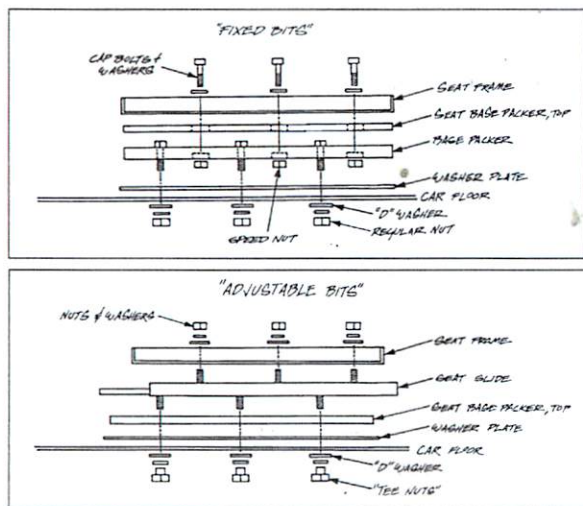
Every Big Healey I have seen, that has not had its seat fittings messed with, has a metal plate between the floor and the seat slide or fixed seat fittings. My guess is that the "washer plate", 14B2881, in the '100' parts list is this piece. And the quantity of four represents the total number needed for two seats, whether they have a slide or are fixed. This plate is probably used to strengthen the floor mount and spread the load of the seat out on the sheet metal of the floor pan. It's dimensions are 15" by 1 5/8" and is made of sheet metal approximately 1/16" thick. It has three 13/16" centered holes drilled 11/16", 6 1/4", and 11 5/8" from one end. The plate is painted black on both sides on the original examples I have (that aren't rusted beyond this recognition!) Confirmation of this guess

comes from the listing of the "Bolts, 1 1/4" base, packer and washer plate to floor, HBZ0410" just two items below the Washer' plates in the factory parts list. Certainly, from the listing, the washer plate is between the floor and the "packer", which I shall describe later. The "base" is what I shall describe next.

Next comes the "seat base packers, top", 14B2880. These wooden pieces are used on all sets of seat slides and on the fixed seats as well. In both cases they raise the seat an equal amount off the floor, whether used for fixed or sliding fittings. The fixed seat example comes from my experience with my later BNL's passenger seat. A quantity of four is called out and that is consistent with usage. I can't find this part in later factory parts lists but it is present on all later Big Healeys! It mounts between the metal plate mentioned above and the seat slide for adjustable seats or between the "Base Packers" and the metal cushion frame assembly for fixed seats. It is 5/16" thick, 14 1/2" long, and 1 1/8" wide. It appears to be made out of a hard wood, possibly walnut or oak based on my view of the grain texture. It does not dent easily as there are no impressions left from mounting on the examples I have! It has a total of 5 centered holes in it. Three are 5/8" in diameter and are centered at 11/16", 6 1/4", and 1 15/8" from one end. Measuring from the same end, there are two holes 3/8" in diameter centered at 3 1/8" and 8 5/8".

The other wooden piece is the "base packers", 14B 2834, quantity of two per car, and is unique to the 100's and the fixed seat. It measures 14 3/4" long by 1 1/4" wide and is 5/8" thick. It is made from soft wood, probably pine or fir. It has 6 holes in it, all 3/8" in diameter. They are centered and measuring to the hole's center from either end as the holes are uniformly positioned, I find 11/16", 3 1/8", 6 1/4", 8 5/8", 11 5/8", 14 3/32". The bottom of the 6 1/4" and the 11 5/8" holes are recessed 1/8" with a 7/8" diameter to accept the head of the "speed nut".

This wooden piece fits between the metal plate mentioned above and under the "Seat base packers, top". In fact, it is this piece that has the "captive nuts",



two per packer, that are used to attach the metal cushion frame assembly to this item. This base packer is bolted to the floor with the following hardware in sets of three per base packer, 6 required for the fixed seat: A capscrew ("Bolts, 1 1/4" base, packer and washer plate to floor, HBZ0410"), a flat washer, a "D" washer (2K 9993), and a nut (FNZ 104). The sample I have does not have the spring washers called out in the parts list. But that doesn't mean that they weren't there at some point in time as this assembly probably has been removed and replaced several times. The impression in the wood for the plain washer fits perfectly. This tells me two things. This wood is soft, probably pine, and the washers are probably "plain washers, small, PWZ 104" as the samples I have are all of this shape and total the six required. I also have the "bolts, 1" for passenger seat, HBZ0408" and it's washer, which is, indeed the PWZ 104. These 1" bolts hold the metal cushion frame assembly to the base packer with the "seat base packers, top" sandwiched between.

About this sandwich thing. The large holes in the "Seat base packers, top"

exactly match where the 1 1/4" hold down bolt's heads and washers are. Thus, the heads of the bolts don't interfere with the "sandwiching" of the two pieces of wood! Without this piece, the metal cushion frame assembly would ride on the bolt heads, instead of spreading their load evenly along the wooden "seat base packers, top".

The captive nuts or "speed nuts" are designed to go into a blind hole, to not turn when a bolt is threaded into them, and to allow a piece of wood to have a metal "nut" to which to attach another piece of something. The metal used is a high quality of steel. The flat base of the "speed nut", has three pieces of the base cut on an angle and turned up so as to create three "spikes" that in turn will pin the nut into the wood and prevent rotation. The "cone" of the speed nut is internally threaded 1/4" X 28 fine. The threaded portion is approximately 3/8" tall. The base is 3/4" in diameter and the metal used is approximately 1/16" thick. These are available in 1/4" X 20 course thread at my local hardware store. I don't know if fine thread speed nuts are easily obtainable.

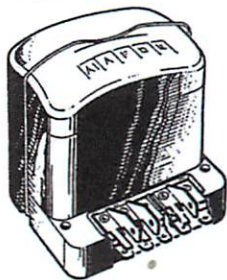
Under The Bonnet

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.

Control boxes ("voltage regulators") for "our" cars are of two basic types as described below. While there are some variations of design and configuration within each type, the test instructions are applicable for all of the appropriate type.

COMPENSATED VOLTAGE CONTROL:

(control boxes with removable cover retained by a wire bail, terminals marked A1,A,F,D,E. A1=power to ignition switch, A=Accumulator=battery, F=Field coil of generator, D=Dynamo=generator, E=Earth=ground)



TEST 1. Open Circuit Voltage Setting

With all other wires connected to the control box and the generator, remove the "A" and "A1" wires from the control box and join them together. Connect the voltmeter between terminal

"D" and ground, and run the engine until the voltmeter reading settles. As the engine speed is increased slightly, regulation should occur within the limits of 16 to 16.5 volts.

If the voltmeter reading is outside these limits, turn the regulator adjusting screw clockwise to increase the voltage, or counter-clockwise to decrease. If adjustment has no effect, check for a faulty control box ground connection ("E" terminal) or an open-circuit shunt winding.

TEST 2. Cut-in Voltage

Leaving the "A" and "A1" wires disconnected from the control box but connected to each other, and the voltmeter between terminal "D" and ground as in test 1, connect an ammeter between the "A-A1" wires and the "A" terminal.

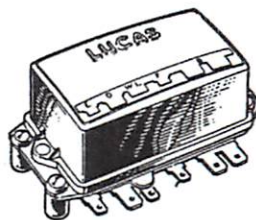
Switch on the headlights, start the engine, and gradually increase the engine speed. When the cut-out points close, the voltmeter needle will "kick back" within the range of 12.7 to 13.3 volts. If outside these limits, adjust the cut-out adjusting screw in the same manner as the regulator screw in test 1, but with the engine off. Turn the screw only a fraction of a turn at a time and test each setting by increasing the engine speed from zero and noting the voltmeter reading at the instant of point closure.

Having made this adjustment, slowly increase the engine speed. The ammeter reading should increase with speed. (The

actual reading depends on the state of battery charge and the electrical load). Gradually reduce the engine speed to a slow idle. The ammeter reading should fall through zero until it shows a discharge (or reverse current) of 3 to 5 amps. The ammeter reading should fall through zero until it shows a discharge (or reverse current) of 3 to 5 amps. The ammeter reading should fall through zero until it shows a discharge (or reverse current) of 3 to 5 amps. The ammeter reading should fall through zero until it shows a discharge (or reverse current) of 3 to 5 amps.

CURRENT VOLTAGE CONTROL:

(control boxes with rectangular covers riveted to base, terminals marked E,D,W/L,B. E=Earth=ground, D=Dynamo=generator, W/L=Warning Lamp, B=Battery)



Note: Since removal and replacement of the covers on this type of control box is difficult, and the warranty on them is void once the cover is removed, we advise replacing them if faulty. While adjustments are possible, a special tool is required. For these reasons, we are not publishing adjustment instructions for this type of control box.

TEST 1. Voltage Regulator Setting Test

Remove the wire(s) from terminal "B". If there are more than one wire, connect them together. Connect a voltmeter between terminal "D" and ground, and run the engine at 1500 to 2000 RPM. For practical purposes, the voltmeter reading should be between 14.25 and 15.5 volts. If outside these limits, the regulator should be consid-

ered faulty and the control box replaced.

TEST 2. Cut-in Voltage Test

With the "B" wires as in test 1, connect an ammeter between them and terminal "B" on the control box. Keep the voltmeter between terminal "D" and ground. Switch on the headlights, start the engine, and slowly increase engine speed. The voltmeter needle should "kick back" at 12.7 to 13.3 volts. If outside these limits, consider the unit faulty.

If that test is correct, increase the engine speed whereupon the ammeter reading should exhibit a corresponding increase. Gradually reduce engine speed to slow idle. The ammeter reading should fall through zero to indicate a discharge of 3 to 10 amps.

TEST 3. Current Regulator Setting Test

Turn on the headlights 5 minutes before starting the engine. With the headlights still on, start the engine. With the ammeter still connected as in test 2 (between the "B" wires and the "B" terminal), run the engine at above charging speed and check the ammeter. If the reading is incorrect to the specifications listed below for your generator, replace the control box.

Generator model	Ammeter reading ± 1 amp
C40/1 (4.5" fan)	19A
C40/1 (5" fan)	22A
C40A	10.5A
C40L	25A
C42	30A
C40T (except #22762)	22A
C40T (#22762 only)	18A

SPORTS CAR GALLERY

Another selection of our reader's British sports car photos. Those of you beginning or in the middle of a lengthy restoration might be encouraged by what you see here. These owners have finally reached the winning post! If you have any similar photographs you would like to share with our readers, please send them to: Moss Motoring Sports Car Gallery, 400 Rutherford Street, Goleta, CA 93117.



"My 1960 Bugeye is done! This was a ground up restoration and I just about killed myself! I started in January 1993 and completed the task the last day of November 1993. The paint is Old English White, and I've found 5 original rims in Michigan. Thought all you at Moss might wish to see it. Thanks for all your help!

Greg Eversull. Cincinnati, OH.



"Here are some photo's of my 1960 MGA Roadster which I bought for \$75.00 some twenty years ago! I reconditioned it twice over the years before I decided to do a full off-frame restoration. Five years, hundreds of hours, and thousands of dollars later, here's the end result. You know what? It was all worth it! Thanks a lot Moss Motors for all your help.

Thomas.H.Howard. New Milford, CT.



"I undertook a major rebuild on my 1971 TR6 that had been a daily driver for many years, before I decided to take it down to the bare metal. I then reassembled it using many many new Moss parts to finish up with first place in our local Triumph Club British Car day show! The project overall was six years in the completion and I also changed the color from the original Damson to Royal Blue which I much prefer. My wife, daughter and I are very happy with our "new" TR6!

Jack Pounds. Vandalia, OH.



THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator

"Hi de Ho good neighbors"-as Wilson would say! And if you don't know what I'm talking about you probably don't watch one of the funniest shows on television-Home Improvement on ABC. In this series Tim Allen plays a do-it-yourself type of guy who has his own TV show on the subject. Hence the title of the program.

However everything Tim touches turns to dross! He thinks he knows it all-no one can tell him anything-and so inevitably he goes ahead with what he thinks is right-and always it turns out wrong! Thus he suffers ridicule from his colleagues and his family in the process.

Now where have we met a chap like Tim before? Maybe in your club, perhaps at the car meet last week?

Hot Product Highlight!



WATER WETTER

Water Wetter is an amazing product that will make your sports car run 10 to 20 degrees cooler when you need it most! British sports cars were designed for the UK climate and hot American summers tax our cooling systems to the limit under the best of circumstances. Water Wetter significantly increases the heat transfer property of water and anti-freeze solutions. We highly recommend this revolutionary product for all stock and modified sports cars.

220-115 \$6.95

Wherever, I'll guarantee you that one day you will meet someone who knows everything about British cars-or thinks they do! However, sometimes a little knowledge is a very dangerous thing to have, just as too much knowledge of the wrong kind can be. Beware of the people who've had twenty cars in the last five years! They probably took them apart and then couldn't put them back together again, and yet they offer to impart to you priceless knowledge gained in the process.

I guess what I am really trying to say is that you should listen to the voice of real experience when you are being advised how to work on your car or do that special job. First read the book-over and over again. Make sure it's a good book and then find someone mature in British car knowledge who's done the task properly before. Most British Car Clubs have a couple of guys who are technical advisors, and usually they've got that position because the majority of the club members trust them to offer sound advice and practice. Also remember you can always call one of the Moss Crew with a problem or write in to our technical guru's-they have been there before, but above all wherever you get your advice, make sure it's sound and safe.

Shortly we will be heading out on the road with the 1994 Moss Road Show, although we've been attending meets since early March-the season starts early on the West Coast! We had a great time at the British Car Day in Phoenix and saw some fine examples of British machinery including the superb restoration of a 1937 MG "SA" Drophead, one of the biggest cars MG ever made. Credit to the man who did all the work, Barry Briskman of Phoenix, who took Car of the Show award with this fine vehicle, which incidentally has been invited to the famous Pebble Beach Concours later in the year!

We give a full listing of British Car Events taking place on the opposite page but for ourselves, after our Moss Festival in June we will be heading to Washington DC for the Convention of

the North American MGB Register at Dulles airport. The MG Car Club of Washington have planned a great program of varied activities and are promising to have some really rare MGs on display during the show. At some time during the previous week our team hopes to join up with a really nice bunch of people-The Triumph Register of America who are holding their 20th Anniversary National Meet at Morgantown,WV.

Leaving Washington we propose to head to the Original British Car Day at Bowie,MD before turning south to Atlanta for the Austin Healey Club of America's "Conclave 94". We just know that a special southern welcome will await all journeying to the beautiful state of Georgia!

The final leg of this first part of our '94 tour will see us in Arkansas, Eureka Springs to be precise, for the Gathering of the Faithful meeting of the MG folks in the central part of the country.

We then head back west to California, to pay some bills and put another issue of "Moss Motoring" together, ready for you to read in the Fall! The rest of our team however will be out and about attending many of the other spectacular British car events you see listed on page 15-will we see YOU there!

We hope to report on what we've seen and what you've told us as we've met along the way-however please do come and say hello to the Moss Crew wherever you catch up with us, and we wish you a safe and happy DRIVING Summer!

Ken Smith.

Moss Motoring 1994 Photo Contest

Increased Prize awards-Over Five Hundred Dollars to be won!

As you've probably gathered from the gallery on page 9, we had many great entries in our 1993 photo contest, and now it's time to get those lens caps off again and take that shot for the "Moss 1994 Photo Contest. All amateur photographers may submit up to three entries and the winners will receive generous gift certificates, while everyone who enters will receive a \$5.00 gift certificate(one per entrant).

Whether you are shooting for great British car pics, detailed close-ups, special effects, or that touch of humor, we urge you to enter and show your skills to fellow enthusiasts. Remember the subject matter is British cars and any activities related to them. That includes concours, races, rallies, shows, restoration projects, and all the other activities enjoyed by British car enthusiasts.

So get out this Summer and get that special shot-you have plenty of time as the closing date for this year's contest is set at October 31st 1994. Send your entries to:

MOSS MOTORS PHOTO CONTEST,
400 RUTHERFORD STREET,
GOLETA, CA 93117.

We suggest that you mark the envelope-"Please do not bend"! Now for the simple rules for you to follow.....

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

OVER \$500.00 IN PRIZES!

...And now for the prizes to be awarded in the form of Moss Motors Gift Certificates, which can be exchanged for the widest selection of quality parts on the planet!

One GRAND Prize of a \$150 (one hundred and fifty dollars) certificate.

One FIRST Prize of a \$125.00(one hundred and twenty five dollars) certificate.

One SECOND Prize of a \$100.00(One hundred dollars) certificate.

One THIRD prize of a \$75.00(Seventy Five dollars) certificate.

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

All entrants will receive a \$5.00 gift certificate.

So go to it this Summer-give it your best shot-it's never been easier!

After the contest has been judged a full list of winners can be had by sending a SASE to the Editorial Offices of "Moss Motoring".

NEW CLUB!

Another new British Car club has been formed in a beautiful part of the nation:

The North Car Club of Western
North Carolina,
P.O.Box 5476,
Asheville, NC 28803-5476.
(704)-274-2269

President, Tom Boscarino informs us that the club is mainly interested in car shows, meets and other social events, so if you live in the area get in touch with them.

Weekday Sales

Continued from page 10

their lap times. Others drive cars that are a license plate off the street specification. However, eventually we all find someone to race with, and we do have a great time usually ending up in the clubhouse afterwards trying to convince each other that "I could have had ya, but my tires went away"! Yeah-right! The racing enthusiast's camaraderie is tremendous. I think that all racers however would agree, that although far more economical, bench racing is much less exciting and rewarding than actual wheel-to-wheel combat.

I feel it's getting to the point where we all need to consider driving our cars more often, whether it be nailing the apex in turn 9 at Willow, or just driving a couple of hundred miles to a car show rather than using the trailer. I used to have a friend who drove his show winning MG 'P' Type all over the place, because "he could"! In fact my own parents traveled all across the United States and Canada, on their honeymoon in an Austin-Healey. My father played with motorcycles and sports cars for a good many years in his youth, and he once told me "there probably isn't an Austin-Healey around that hasn't been raced at some time in its life". Personally I wish that more of them still were, I need the competition!

THE 1994 "MOSS MOTORING" JOURNALISM AWARDS (MOJAS!)

Yes!-they're back! For the past eighteen months we have been asked innumerable times when the "MOJAS" are going to return, and the time is NOW!

Every day at Moss we receive many fine Club publications, from simple newsletters to glossy magazines and we really enjoy reading them all. They are circulated around the company, and sometimes we have the greatest difficulty getting them back to archive, from the Moss Crew-especially those people in the Sales Department! And we really do keep every single issue of every copy!

As editors, compilers or whatever ourselves, we fully appreciate the dedication and enthusiasm it takes to get out a readable and interesting publication on a regular basis. The hours spent slaving over a PC or typewriter on behalf of your club or association are about to be rewarded however through the "Moss Motoring Journalism Awards" 1994.

There will be several different categories for clubs large and small, and it doesn't matter whether the magazine or newsletter is written on a Macintosh or a Smith Corona, they will all receive equal consideration by our panel of distinguished judges who's names will be announced in the Fall issue of "Moss Motoring. All entries will receive a special certificate signifying their efforts, and the winners will receive unique plaques, plus a valuable Moss gift certificate to be used by your club.

If you wish to enter YOUR club publication for consideration by the judges, then please send a self addressed stamped envelope for an entry form to: Barbara Thorpe, "Moss Motoring", 400 Rutherford St, Goleta CA, 93117. Mark the envelope "MOJAS". Closing date for entries is November 1st 1994. We look forward to hearing from you, in the meantime Club editors, please continue to send us your fine publications-we love 'em!

British Events Calendar

The Most Comprehensive Listing of British Events Anywhere!

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in Moss Motoring, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes June 30, 1994. Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before traveling.)

May 13-14 Oklahoma City All British Show, at Waterford Hotel in Oklahoma City, OK, Rocky Santiago, 405-843-6117

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

May 15 Twentieth Friendship Day, Foothill College Campus, Bob Dupont, 415-343-8956

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

May 21 British Car Field Day, Salt Lake City, UT, Duff Lawson, 801-487-5192 or Bill Davis 801-966-4119

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

May 21 11th Annual British Motorcar Day, Chateau Elan Winery, Braselton, GA Charles Goman, 404-491-7573

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

May 22 Chico All British Car Show, Chico, CA, Tony (916) 342-1821

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 3-5 Island Adventure, Put-In-Bay, OH, Mike Lazarowicz, 313-429-1928

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 11-12. 42nd Annual Glenwood Springs Rally, CO. Ron Shaw (303)469-5960

June 11-12 All British Vehicle Expo, Houston, TX Mike Bales 713-460-0586

June 14-16. East meets West Mini Festival. Grand Island, NE Phil Blahak (800) 207-9964.

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

June 16-18 TRA National Meet at Lakeview Resort in Morgantown, WV, Fred Williams, 412-538-5222

June 18-19 All British Car Show, Plymouth, CA. Bill Fisk (916) 331-9027.

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

June 18 British Car Night, Medford, NJ Pete Wilson 609-859-4161

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 e94 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 10 3rd Annual British Car/Nival, Car Show & Swap Meet, Mansfield, OH, Becki Smith, 419-525-1866 or 419-756-3447

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

July 17 British Car Day, Dearborn, MI at Greenfield Village/Henry Ford Car Museum, Stuart Rigler, 810-589-9028

July 21-24 North American MGA Register GT 19, Winston-Salem, NC, Dave Smith, 517-694-4856

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

July 24 All British Car Show, Bethlehem, CT Al Heady 203-354-9501

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

July 29-30 Mid-Ohio Historic Challenge, Mid-Ohio Race Course, Lexington, OH, Joe Pendergast, 813-931-5642

July 29-31 Annual Daimler & Lanchester Owners Club of North America, Corning, NY, David Ford, 201-445-0853

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

August 5-7 Southeastern MG Festival, Clearwater, FL, Bert Rauch, 813-576-9474

August 6 British Car Day, Cleveland, OH Tony Burgess 216-357-5378

August 6 10th Annual British Car and Cycle Day, Dayton Art Institute, Dayton, OH, Jim Quillen, 513-252-1948

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

(Incorporates Austin-Healey Day at Moss, Aug 13)

August 12-14 American MGC Register Convention,

Toronto, Ontario, Canada, Keith Holdsworth, 416-889-4028

August 18-21 Austin-Healey Encounter '94, Allentown, PA John Morrison 215-538-3813

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

August 28th Taste of Britain Car Show, Lancaster PA. Ray Emery (717)872-7528

Sept 3-4 All British meet Kansas City, Larry Dickstein 816-356-6053

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

Sept 8-11 40th Anniversary Collier Cup MG Race, Watkins Glen, NY, Greg Pehodka, 201-473-3888

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

Sept 11 Battle of The Brits, Sterling Heights, MI, Steve Calkins, 810-268-9495 or Jack Fuller, 810-553-8738

Sept 11 British Car Festival, Des Plaines, Chicago, IL 708-885-7789

Sept 11 Third Annual British Car Show & Swap Meet, Cleveland, OH, Bob Palmer, 216-274-0017

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

Sept 17-18 British Car Conclave. Arvada, CO. Brian Serff 303-750-5746

Sept. 23-25 Abingdon '94 MG Meet, Abingdon, IL Jim Evans 708-858-8192

Sept. 24 MG's on the Green, Charlotte, NC Tom Cotter 704-455-3500

Sept. 24 MG's on the Green, Charlotte, NC Tom Cotter 704-455-3500

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

Sept. 25 Indy British Motor Day, Conner Prairie Settlement, north of Indianapolis, Brett Johnson, 317-849-2001

Sept 29-30 - Oct 1-2 Triumphest e94, San Diego, CA, Dave Johnson, 619-693-0443

Sept. 29-Oct. 1, 6 Pack Trials e94, Holiday Inn in Richfield, OH, Beverly Floyd 216-666-2817

Sept 30 - Oct 1-2 British Car Festival Weekend, Waynesboro, VA, Roger Hammond, 703-337-4652

October 1-2 1994 AMGBA National Convention, Del Mar San Diego, CA, 800-723-MGMG

October 1-2 Tri-Healey Ozark Meet, Inn at Grand Glaize in Osage Beach, MO, Joseph Smathers, Jr., 913-842-4822

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

October 7-9 Hospitality Savannah - A British Motoring Weekend, Savannah, GA, Charles Anderson, 912-897-9933

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

October 15th All British Meet. Tampa FL Coleman Keck.(813)752-0186.

October 23 British Auto Jumble, Toronto, Canada, MGCC 416-533-MGMG

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

Forming a British Car Club

Continued from page 6

nize the club. At your second meeting, you will want to propose the formation of a committee or board of officers to help run the club and you'll need volunteers for this. It'll be nice to have some volunteers pronto to speak up right away!

So, now you're on the way! The continued success of the club depends on having regular meetings and activities which in turn depend upon having enthusiastic leaders who organize and communicate. So long as you don't over do it, your local media will continue to publish news releases about your club, and especially major events which the general public can attend such as your annual car show.

This publicity, plus a constant recruitment of new members (a club card with a contact phone number placed on the windshield of every British car, you see parked, will help!) will ensure a healthy membership base. Good Luck!-and if we here at Moss Motors can be of further assistance then you know where to find us.

L.A. & K.S.

British Car Festival

Continued from page 1

Our far-flung goodwill ambassador, Ken Smith, will be on hand to manage Event Central. If you need information or help of any kind, that's the place to go. He also has a challenging collection of contests at Event Central to test both brain and brawn. Ken reminds everyone to start work on their Pinewood Derby cars now. The track is fast and there will be prizes. Tours to the Moss facility in Goleta, busses to the Danish village of Solvang for shopping, and about three minutes of free time each day will round out the weekend activities. Since the rally events will only accommodate so many entrants because of time constraints, please get your registration forms in early and let us know which events you will enter. As an added incentive, the first 200 people to return their entry forms will receive free raffle tickets for various items contributed by some of our sponsors.

Festival registration packets are available from:

British Festival, Moss Motors Ltd.
P.O. Box 847, Goleta, CA. 93116
800-235-6953

NEW PARTS!	Here's some great New Products we've added since our January Update!		
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TR2-4 Radiator Drain Tap	660-010	15.95	
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