

MOSS MOTORING

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

Scene and...

We were interested to learn of the origins of the British Motor Corporation's "Rosette" emblem which featured so prominently in their advertising during the sixties.

It seems that with the merger of Austin and Morris, Sir Leonard Lord wanted a new logo for BMC dealer premises worldwide. John Cleaver, Chief Planning Engineer recalls that they had undertaken all kinds of schemes for a new logo and no one could decide which was best.

Sir Leonard marched into yet another meeting one day and said "Look, since you can't make up your b****y minds, we'll use this!" Whereupon he threw on the table one of the rosettes he'd been awarded for his Hereford cattle, and continued "furthermore we'll use it in Red, White and Blue!"

(You can have your own BMC rosette from Moss in patch or decal form. See our new accessory catalog enclosed with this issue!)

LETTERMAN-NOT!

From the Automobile Association come the top ten causes of drivers requesting assistance, culled from over 20,000 calls made for help last year. Although this covers all makes of cars and ages of cars it makes very interesting reading, and probably applies pretty well to our classics.

1. Overheating.
2. Clutch Failure.
3. Gearbox Failure.
4. Petrol Pump Failure.
5. Broken Windscreen.
6. Electrical Faults.
7. Battery Failure.
8. Alternator Failure.
9. Out of gas!
10. Lost Keys.

...Heard

TAILPIECE

Thought you'd like to know the value of your assets! At the Monterey Auction in August the following prices were realised.

- 1963 Austin Healey 3000 MkII BJ7 \$38,000
1955 MG TF 1500 \$17,000
1961 MGA 1600 Roadster \$16,000
1956 Triumph TR3 \$18,000.
1930 MG EX120 Race car. \$27,000

3rd Annual Moss British Car Festival

SOLVANG, CALIFORNIA

July 14, 15, 16

1995

1-800-235-6953



The largest group of MGs ever assembled for a race in North America.

MOSS SUPPORTS MAGIC COLLIER CUP!

There was thunder in the hills around Watkins Glen. Not the kind with flashing lights and pounding rain, but rather flashing cars and ground pounding horsepower. The Zippo Vintage Grand Prix of Watkins Glen, representing some 46 years of continuous racing in the area, was held September 9-11, 1994 at Watkins Glen International.

A great deal of excitement surrounded the Collier Cup All MG Race. This year being the 40th anniversary, a special effort was made to draw as many entries as possible. Chief organizers of the recruiting effort, Greg Prehodka of Clifton, NJ and Joe Tierno from Honeoye Falls, NY, outdid themselves drawing the largest entry of any MG race ever held in North America. Even the huge 3.4 mile Watkins Glen International track looked crowded as 64 entries prepared for the event.

Along with the vintage races, 1994 marked the second anniversary of the downtown Grand Prix Festival. This recreation of the original Watkins Glen Grand Prix road race gave the entire weekend a historic feel. Race fans, nowadays relegated to watching from behind acres of fencing, were allowed a chance to get up close and personal with

the cars. Participants drove over the original course, 6.6 miles of public roads complete with a famous stone bridge, an infamous railroad crossing and a picturesque view of Seneca Lake. Downtown on Franklin street, the cars lined up in starting grid fashion for a review and celebration which lasted through Friday afternoon.

Saturday's activities centered on practice and qualifying. Unfortunately, Cleveland, OH based MG racer Bill Eberhardt spent most of his weekend nursing an ailing motor. After spinning a bearing in practice, Bill dropped the s u m p , replaced the bearing and immediately developed a rod knock. With his spirits at a low ebb, Bill was ready to call it quits; however, several racers convinced him to try one

more time, if only to take a green flag in the Collier Cup. Once again Bill removed the sump. An egg shaped connecting rod journal spelled doom for his engine, but some judicious filing and scraping gave him enough oil pressure to take the green and complete one lap. Bill Eberhardt exhibited the spirit which marks sports car people as a different, hardier breed.

Race day Sunday dawned windy and cold. MG racers, usually concerned about too much heat, were seen frantically taping over oil coolers in an effort to keep engine temperatures up. On the pre-grid, spectators were treated to a

Continued on page 8



The Moss tent. It was windy and cold, but we suffered through it.



Downtown Watkins Glen with haybales and race fans...the way things are meant to be.



Winners at the Glen. Joe Tierno and Greg Prehodka share the Collier Cup.



HAPPY HOLIDAYS FROM THE MOSS CREW

Moss Motoring is published by Moss Motors, Ltd.
Editor: Ken Smith

Contributing Writers: Ron Phillips, Eric Wilhelm, Harry Newton, Ken Gillanders, Robert Goldman, Harry Haigh, Jack Brady, and Bob Mason.

Production: Barbara Davis.

Although we make every effort to ensure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this newspaper are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

Moss Motoring is © 1994 Moss Motors, Ltd. All rights reserved. Moss Motoring Offices: 400 Rutherford St., Goleta, California 93117

Contributions Invited

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

Editor: Moss Motoring
400 Rutherford Street
Goleta, CA 93117

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

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

\$125.00 Gift Certificates

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

\$75.00 Gift Certificates

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

\$35.00 Gift Certificates

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

Our Catalogs!



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

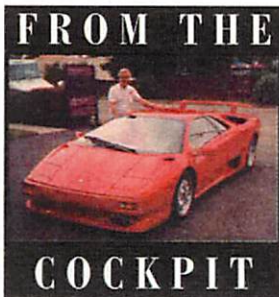
Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000 and Jaguar XK120-150.

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

Shorter days, cool nights and we are well into Fall by now. However, the memories of a great Summer should help keep us warm through the winter, and we hope that this issue of "Moss Motoring" will add a little to that warmth. Our contributors, both casual and regular, have excelled themselves this time we feel, giving us a good mix of information and entertainment for your reading pleasure.

Thanks to all of you who took the trouble to write and call in support of our editorial in the last issue on the "Clunker" ideas now circulating among certain parts of the legislature. It's gratifying to know that many of you take the threat to your cars, very seriously indeed, and we, for our part, will continue to put before you issues you might wish to consider in regard to our British car hobby.

As we approach the turn of the year, it might be time for many of you to take a hard look at your car and decide what you can do over the coming winter to ensure that it's ready for next Spring, and another season of great events



The editor awaiting Santa Claus

which are in store for us. I know that I have to install a new gas tank on my 64 MGB, our Bob Goldman is determined to get his P-Type up and running properly this year, and Eric Wilhelm our technical guru might even get around to painting his TR4! However, the best laid plans etc.... so why not set a date for when your car will be ready-give yourself a deadline

in fact? Repeat after me, "My British car will be ready for the road March 1st 1995"! That's our deadline and we'll let you know whether we've been able to meet it in the next "Moss Motoring". Remember, you can call us almost any time for over 28,000 parts and really sound advice based on a cumulative 200 years of British car experience among our Moss Crew. We won't brush you off with some lame excuse-if we don't know we'll say so-but nine times out of ten we have the answer,(to paraphrase Radio Shack!)

Come on!-all together-March 1st we all drive out on the great American road, till then Happy Holidays to you all, see you in the New Year.

- Ken Smith

New Purchasing Manager for Moss

Moss corporate management are pleased to announce the appointment of David Green to the position of Purchasing & Inventory Control Manager.

A native of England, David first joined Moss in the summer of 1977, beginning his career in the warehouse. He then worked his way, first into the sales department, before eventually moving into R & D.

When Moss opened their Jaguar dealership in 1981, David was appointed Parts Manager for Moss Jaguar, and remained in that position until the transfer of the dealership to new owners of the franchise, who acquired David's services.

In the interim years David has continued to expand his organizational and management expertise, which will be invaluable in his new position with the Moss Group. He is a welcome addition to our professional management team and we greet his return to the fold warmly!

H.H.

Dear Editor...

Dear Moss,

We love you people! Thank you!

- Stan Rocchi

(Hey!-hold on Stan, we can't keep printing such lengthy letters! Ed)

Dear Moss,

Many thanks for the little sidebar on the seat belt exchange program from Jaguar/Rover/Triumph. It greatly assisted me in obtaining seat belts for my TR7, free of charge, through the recall honored by Jaguar Motors Inc. in New York. If I hadn't seen the recall article in "Moss Motoring" I would still have seat belts that did not retract!

Again many thanks for a fine, informative publication.

- Garnett.D.Hamlin Jr., Alameda, CA

(We gather that the recall program has now been suspended and is unlikely to be re-activated again. Ed)

Dear Moss,

Your most recent issue was the first I've received and I must say it is a fine publication. British sports cars have been

in my family since I was a child and I suppose it was only fitting that on my 16th birthday I bought a Midget from Tim Handy, the three time Collier Cup winner. Your company has since been of great help to me, and I thank you for your fast, reliable, service.

You asked younger drivers to give you their opinion on a possible column for the junior enthusiast and the idea has 100% of my support. I have yet to meet another person my age (16) who owns an English automobile, and I would love to hear stories from other young people, who are interested in the best of British!

In closing would you please send me information on MG clubs in my area.

Sincerely Yours,

- Mack Douglas III

Goode, VA

and from El Reno, OK....

Dear Moss,

I write about your suggestion for a Junior section in "Moss Motoring" and think it's a great idea. I'm just 16 and have been working on British cars for close to three years.

My first effort is a ground up restoration on a 1954 100/4 which was found in Tulsa junkyard and obtained for \$200! The second car is a 1963 MG Midget, 1098cc that had been sitting since 1974 but fired right up.

Both cars are being restored on the money I make from mowing lawns so I really appreciate your low prices and good quality parts.

When the cars are done I hope one day to get to one of your famous Marque days.

Sincerely,

- Nathan York

(Well, Mack and Nathan, you've started the ball rolling and if the response is forthcoming we'll print a selection of views from our customers of the future in the next issue of "Moss Motoring". So come on you youngsters, let's be hearing from you! And to you adults-isn't it nice to know there are kids out there who have interests other than gangs and drugs and the rest of the rubbish so many youngsters get into today ?Ed)

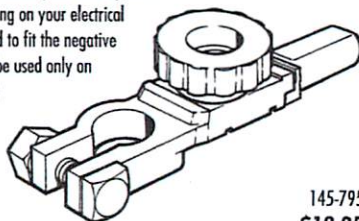
Dear Moss,

I very much enjoyed your Fall Moss Motoring issue. Last night while driving home in my Triumph Spitfire, I gave a ride to an individual who indicated that

Continued on page 10

Battery Cut-off Switch

This provides the perfect low cost way to quickly and effectively disconnect your battery for security, fire prevention, or while working on your electrical system. (As these are sized to fit the negative battery post, they should be used only on negative ground systems.)



145-795
\$12.95



TR3A/B & TR6 Wiring Diagram Posters

At last, wiring diagrams you don't need a magnifying glass to decipher! Clearly printed on 18" x 24" poster stock, these are sure to make your electrical work easier. (Of course, you could always use them as wall decoration as well.)

TR3A from TS18913 thru TR3B
215-685
1974-'75 TR6 215-695
\$7.50 each

AT FULL CHAT

by HARRY NEWTON

Those were the days my friends!

I recently came across the invoice from Perry Fina for that wonderful cast aluminum, three branch "cut out" exhaust system he sold me for my first MG TD, the green RHD car that got me hooked on this addiction that dictated the course of my life. Among other activities, Fina's mid-Manhattan garage served as the East Coast Allard distributorship.

It was in that shop that Fina and his two sons installed brand new Cadillac engines into K2 and J2 Allards and generally finished the cars' assembly. I could have bought a new K2 for about \$3,200 at the time instead of the MG that set me back \$1,850. See what memories are triggered by finding one single invoice!

Let's see where this will take us. I was, at the time, the youngest of thirty two salesmen working for the venerable Glidden Buick company at Broadway and 55th Street. Our allocation was 1% of Buick's then 400,000 car annual production and it was an honor to work for this or any other long established city center dealer. A couple of decades later many former metropolitan franchises had to post armed guards as replacements for the uniformed doormen who formerly had greeted arriving customers.

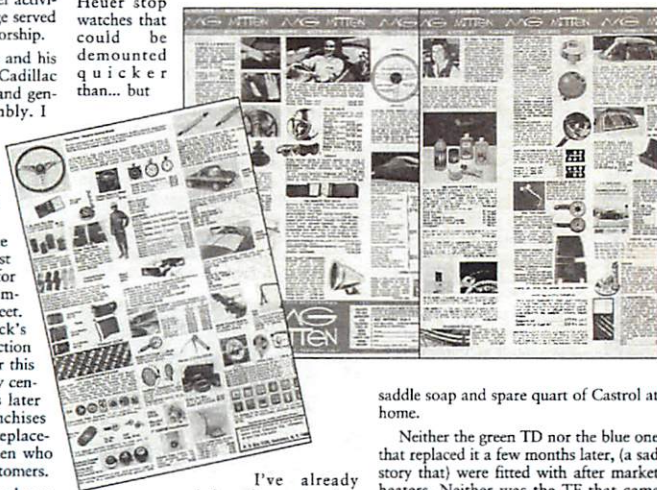
As soon as I turned 21, I had purchased a new Buick Special Deluxe sedanette, and was as thrilled as any other young buck to have my first new car. Then, Perry Fina let me drive a TD around the block, and the two month old Buick was put up for sale, quick as you could say "Jack Robinson." I wonder where that saying came from... and where it went.

In an earlier column, I extolled the virtues of my "no frills" Bug Eye Sprite, a lowest common denominator sports car. Now, as I face my Toshiba laptop, I can visualize a list of the optional extras that were fitted to that first MG TD... items without which the car would have been undriveable.

Of course, there was the tonneau cover, divided down the middle by a zipper so the passenger seat was covered when not occupied. Next was a pair of Lucas fender mirrors, convex glass of course. A badge bar at the front was balanced off visually by an AMCO luggage rack cantilevered off the rear, sort of a space frame for the gas tank and spare

tire.

In the cockpit area were the inevitable Smiths HMV radio, cleverly concealed in the glove compartment, a map light on a flex cable extender and a pair of dash mounted Heuer stop watches that could be demounted quicker than... but



I've already used that phrase. Another item, most necessary, was the bean-bag ashtray that sat on the transmission tunnel. This, in turn, mandated a pair of wind wings to deflect the airflow and give you a fighting chance to smoke a cigarette, or better still a pipe, without burning holes in sweater and sports coat. At best this was a delaying action, not prevention. I don't recall how I got along without the wood rim Derrington steering wheel with matching shift knob, or the Brooklands half-moon windcreens, or the liberally lowered bonnet, but we can just chalk it up to my innate conservatism. I do regret having done without the leather bonnet strap, though.

Under the unlouvered bonnet were found a finned cast aluminum valve cover, Fiam air horns and a set of spare spark plugs, screwed into a polished aluminum holder that was mounted to the firewall. One never knew when he might be called on to take part in a race, in which case the high rpm would call for colder plugs. Isn't rationalizing wonderful?!

We still are not finished... one could never leave home without certain other equipment. A tweed cap, perforated driving gloves, special driving shoes and a pair of Ray Bans were "de rigueur" for a trip to the local grog shop or a courting expedition. And it would have been unthinkable to leave home without a chamois and tire gauge on board. A wisk broom was an acceptable substitute for the preferred battery powered vacuum cleaner, and if a really short trip was planned it was OK to leave the Lexol,

OBSCURE ACCESSORIES

— BY PHIL YEARTOUT, ANDOVER, KS —

I'm always delighted to receive catalogs showing me what is "out there" in the way of motoring accessories, and the fine Moss catalogs are always welcomed.

However, I consistently note the absence of several items which I find indispensable in the daily driving of my MGB GT. I am surprised no company has capitalized on this market and I feel it part of my duty in forwarding the cause of the British motorist, to offer these accessory suggestions at no charge.

The Underbonnet Light Bracket. All MGs require frequent looks under the bonnet; my car has a permanent hanger for my trouble light hanging there. Mine is made from a wire coat hanger; but any company offering these will probably wish to consider something a little fancier.

The Auxiliary Overdrive Assistance Strap. For some reason my GT's overdrive will not engage unless the gear lever is held firmly to the right. I used to do this manually, (which was a bit tiring on trips of more than, say, thirty seconds!) but since I discovered this accessory I have had no further problems.

It consists of a cord connected to the passenger seat mounting bracket and running up over the emergency brake lever, where it hooks conveniently when not in use. When overdrive is required, the cord is hooked to the gear lever, holding it firm. I use a sickly yellow-green bungee cord, but I can envisage these done in British tan khaki, English saddle leather, or other appropriate material.

The Choke Enhancement Clamp. As my choke cable does not always lock into position, I use this accessory to keep my engine on choke until it warms up. I currently use a wooden clothespin, but my wife has a nice brass one on her desk for clipping papers, and as soon as she's not looking.....

The Motoring Bags. My car's master cylinder seeps a bit and as we all know is situated directly above the foot pedals. I have a rebuild kit, (as soon as I get round to it), but in the meantime, in order to keep the brake fluid drips off my shoes, socks and slacks, I use Motoring Bags, one on each foot. Mine are plastic from the local supermarket, but I see a strong market potential for bags in a more up-scale material, bearing the Octagon logo, of course.

I am convinced that these little-known accessories will add immensely to the driving pleasure of many British automobile enthusiasts and to the profit margin of any company choosing to make them available. All claims to copyrights and patents are hereby relinquished!

STRING BACK GLOVES

— MORE ACCESSORY NOSTALGIA —

— E. ROBERT MORRISON, ONTARIO, CANADA —

Upon receiving my Moss motors Sports Car accessory catalog recently, I was reminded of the old sports car days of long ago. The days of flat caps, string back gloves and a pipe stuck in your mouth.

It seemed that in addition to the big clubs, (most of whom still exist), there would be in every neighborhood a loose-knit group of

Continued on page 10

Lucas 7" "Flamethrower" Fog Lamp

These genuine Lucas "Flamethrower" fog lamps were optional equipment on the Jaguar XK120, and were popular equipment on various race and rallye cars during the 1950s and '60s. These chrome-plated beauties have been upgraded with quartz-halogen bulbs for greater lighting efficiency without affecting their authentic period appearance.

162-850
\$198.50

Windshield Wiper Wheelbox Kit

Excellent reproduction of a popular wheelbox fitted to TR3 #TS12568 through TR3B, All MGA, All Big Healeys except BNT. Kit includes wheelbox, lower spacer, bezel, bezel pad, and chromed nut. 2 req'd. per car.

145-200
\$34.95

FANTASTIC MOSS FESTIVAL FUN AGAIN IN 1995!

Vox populi...You, the people have spoken!

With nearly half of the participants in the 1994 British Car Festival responding to our event questionnaire, we're happy to report some of the results.

We registered over 200 British Cars for the '94 event, up 20 per cent from '93. There was also a 'duke's mixture' of

motor homes, rental cars, vans and just plain old family cars. Just about everyone who showed up in something other than a British car had a story about mechanical disasters, restorations that "...would be ready next year" or "...the kids wanted to come at the last minute and we couldn't cram them all into the sports car". It really didn't make any difference, in whatever manner of conveyance people arrived, everyone had a great time. Some, who didn't have cars to run in the various events, pitched in and helped our busy crew wherever they could.

As you know, we changed the date for the '94 Festival to take advantage of the beautiful early summer weather in the Santa Ynez Valley and summer vacation schedules.

Some of you had problems with school closing and graduation dates so our scheduling wizards have addressed this by rearranging the dates next year.

On July 14, 15 & 16, 1995 our gracious hosts at Flag is Up Farms will swing open the gates and welcome you to the 3rd Annual Moss British Car Festival. Time to make your '95 plans now!

When our Rallymasters John Self and Karl Grimm planned the first Castrol Rallye Santa Ynez in 1993 they had no idea how many people would sign up who had never driven in a rallye before. This year, with this in mind, John offered a short-course in rally basics on

Friday night. The turnout was large and enthusiastic, so large and enthusiastic that John has promised to expand the subject matter a bit and offer the class again next year.

Brilliant sunshine and a challenging course kept both novices and pros on their toes. If you really paid attention to the instructions, didn't get distracted by the scenery and some of the Rallymaster's subtle trickery, you were back at the Farm in time for lunch.

One rather befuddled rallyist (who had a late lunch) was heard to comment,

"There I was out in the middle of this bean field and I could actually see other rally cars, on all sides of me all going in different directions!?! A living example of what happens when you don't abide by Rally Rule #1: Thou shalt not pay any attention to other cars, thou shalt read the Route Instructions carefully and proceed accordingly.

Darryl Struth and Claudia Diebolt, in a concours quality Morgan evidently paid attention because they finished the



Don and Marie Magargee get last minute instructions from Rallymaster John Self.

three hour run with a 1:14 minute error. An unusual performance when you consider it was done seat-of-the-pants, no computers or other goodies.

Friday's Wine Country Tour has, it seems, evolved into one of your favorite events.

Austin Cellars, Carey Cellars, Fess Parker Winery and Zaca Mesa Winery hung out the Union Jack to welcome us this year and everyone (except the designated drivers) had the chance to taste some of the finest wines in the world.

Those of you who join us next year are in for a treat. We hope to add a few more wineries to the tour and take you through some new sections of Southern California's beautiful wine country to see them.

Two family teams tied for the top spot in the Wine Country Rallye/Tour,



GTE Slalom enthusiasts ply their trade against a backdrop of the beautiful Santa Ynez Mountains. Nearly 70 cars negotiated the tricky course through Buellton's Avenue of Flags.

George and Pam Steneberg and Herb and Lynn Berkwitz went home with some rare local vintages from our sponsoring wineries. Some of the questions on the Route Instructions were elusive to say the least. Even some of our professional local pub-crawlers didn't know what covered the ceiling in the Maverick Saloon.

The '95 Festival will see a real effort to get Clubs involved in a big way. Consider this an invitation to get your group together and enjoy what some of your individual members have been enjoying for the past two years. Let us know you're coming and we'll provide special club parking and space for your hospitality tent, or pavilion if you're going to get really fancy. This is a great way to let your new, or prospective, club members know just how much fun sports cars can be. Bring the lot!

If you're looking for a slalom car you

Continued on Page 14



Up, up and away again in July 95!!

Leather Hood Strap Set

Bonnet straps were often fitted to works race and rallye cars in the 1950s and '60s. Our British-made sets include black leather straps, and are very similar to those fitted to BMC competition cars. (Holes must be drilled for mounting.) Set includes one pair of strap assemblies.



222-600
\$15.75

MGC Hood



British Motor Heritage

has just produced these previously hard to find aluminum alloy MGC hoods

restored original factory tooling. Whether you need one for your MGC, or want to dress up your MGB, the overall quality and fit of these beautiful "bonnets" can't be beat. MGC hoods have always been popular with those converting MGBs to V8 power, as they offer additional under hood clearance and more aggressive styling. The special chrome trim strip is available separately under Moss # 457-205.

457-235 \$524.50

MOSS



Dear Moss Motors,

My MG TF and I, (Oh yes, and also my wife!) attended your wonderful British Car Festival in Solvang. While the 150 mile drive up was uneventful, and the people we met were delightful, our biggest thrill was being fortunate enough to take first place in the Survivors' Car Show on Sunday morning.

We thought for sure Mr. Skip Kelsey's beautiful Y-Type saloon would take top honors, (and I'm glad that Chris Nowlan's TC was just 'for display!'), but I'm proud and honored that little Eliza took best of show.

I would like to thank all the staff at Moss for a superb event. We are looking forward to next year.

Warm Regards,
- Tony Ardolino

(The photograph shows the Best of Show English Cup and Saucer, won by Tony perched on the radiator cap of Eliza.)



Triumph VIEW POINT

TR6 SHAFT AND HUB REPAIR

Several months ago my son's TR6 developed a very loose front crankshaft hub. When we removed the worn part, it was discovered that the nose of the crankshaft was worn undersize, apparently by the action of the hub working back and forth on it.

Replacing the badly worn woodruff key slot in the hub was no great problem. We simply had it welded up, and then reshaped it with a grinder, and finally a file. However the worn surface on the nose of the crankshaft was another matter. I had heard tell of a new Loctite product specifically developed to cure this problem and a visit to their distributor revealed that a new product had indeed been created. Loctite "QUICK METAL" has applications limited only by your imagination.

After cleaning both surfaces with lacquer thinner, a thin coat of Quick Metal was put on the nose of the crankshaft and the inner surface of the hub. After curing for about an hour, it has twice the strength of a press fit!

Later on another car (an early TR3) with a very loose inner wheel bearing race, it was discovered the hub was worn and would no longer hold a race at all. We again used the Loctite product and had a durable and permanent repair.

That's the good news. The bad news is that this stuff is not cheap! However it will last for many uses, and a large number of different applications where shaft or hub wear has become a source of concern. Most of us with elderly English cars have become accustomed to bolts, nuts and other various parts falling off, and this new product from Loctite joins their other proven items such as "Nut Lock" and "Stud Lock" in being valuable aids for the Triumph owner.

- Ken Gillanders

"WHEEL" TECHNICAL TIPS FOR TRIUMPH OWNERS!

by Ken Gillanders

The old vintage Triumph seems to have its share of front end vibration, shimmy and shaking, some of which is the original design and some of which appears to be lack of knowledge as to its cause. Those of us who have owned a "shaker" seem to go through the usual process of looking for loose tie-rod ends, bad front end bushings, and worn ball joint without ever finding the cause. Fortunately, the usual causes are no mystery; it's just that we've been looking in the wrong places. So with the aid of a technical paper from the D.O.T on this problem along with 25 years of personal experience, I have developed a checklist that might help.

WHEEL BALANCE

If you are going to have the wheels balanced dynamically (on the car) it will be necessary to mark the wheel and the hub so that if the wheel is removed for some reason later, you can replace it in exactly the same location and not lose the balance. Usually a center punch mark on the end of one wheel stud, and another mark next to the corresponding stud hole on the wheel works fine. For wire wheels, mark the edge of the wheel hub, then make a matching mark on the edge of the wheel center. Generally, off-



A reflective moment at VTR Convention, Asheville, N.C.

tire pressures? All tires have a normal cushion effect as they are running down the road which absorbs bumps and irregularities in the roadway up to its natural limit without transferring them to the suspension. This limit is directly related to tire pressure. Furthermore, the load and frequency of road deviation transmitted to the suspension and shock absorbers varies not only with tire pressure, but also with tire design, size and conditions. The most persistent shaker that I ever saw was a TR6 who's problems we chased for two years. The problem turned out to be about 5psi too much air in the front tires and shocks that were worn out. The D.O.T. tests found that one model of car was completely unmanageable when the front tire pressures were inflated to 30psi, but was perfectly normal at 28psi!

As time goes by, many of these variables change, such as the tires that become available, their particular road characteristics, the shocks available to us, and their capacity and valving. Fortunately with a little experimentation, most of the problems that arise can usually be overcome.

yourself in front of the wheel and see if it moves back and forth, or left and right as it spins. This indicates there is run-out in the tire or wheel.

As time goes by, many of these variables change, such as the tires that become available, their particular road characteristics, the shocks available to us, and their capacity and valving. Fortunately with a little experimentation, most of the problems that arise can usually be overcome.



Paul Smock's Triumphest display.

the-car balances don't work too well because they do not compensate for the weight of other rotating parts such as brake discs (or drums).

TIRE PRESSURES

Would you believe the most common cause of shake and wobble is excessive

TIRE OR WHEEL OUT OF ROUND

Sometimes a tire or wheel may be out of round, and this will create a shake that your suspension system cannot handle. Jack up the wheel in question and use a block under the wheel and tire, but which does not touch it. Then spin the wheel and see if the space between the spinning tire and the block changes indicating a wheel/tire out of round. This is also a good time to check for a wheel or a tire with a run-out problem. Position

Triumph Clubs

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

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

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

Triumph TR6 Club
1617 Harmony Road
Akron, OH 44333

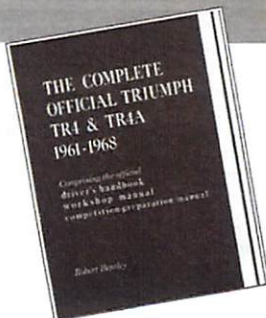
TRIUMPH • CLUBS

TR4-4A "Bentley" Workshop Manual

If you could have only one book about operating, working on, or just learning about your TR4 or TR4A, here it is!

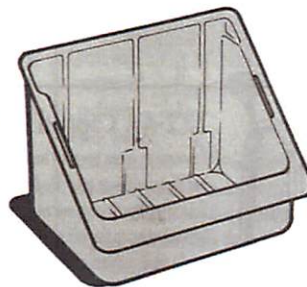
This is a reprint not only of the factory workshop manual, but also of the owners' manuals and the excellent competition manual by Kas Kastner.

212-753 \$55.00



Spitfire / GT6 "Amco" Battery Box Liner

Protect your steel battery shelf from seeping battery acid with this excellent reproduction of the "Amco" battery tray liner, which was always a popular accessory when the cars were new. Made of one-piece vacuum formed polypropylene for long-lasting, leak-free service.



241-030 \$27.95

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 January 6, 1995. Place your ad well in advance, limiting it to 50 words or less. Ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless you specify current issue only. Please include your name, address, state the car is located in, and phone number. Send payment with ad to: Moss Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1961 BUGEYE SPRITE. Red with black top. Excellent driver, 100% complete, 1275 engine and complete mechanical restoration. New tires, front and rear springs, water pump, tie rods etc. Runs great and looks excellent. \$8000. Phone Todd in San Dimas, CA (909)599-9292

1970 ROLLS ROYCE SILVER SHADOW. In lovely condition with a strong oil-tight engine and very clean. Rust free dark Blue coachwork. The recorded mileage is just 43,000 and everything works as it should. Caring RROC owner who has always kept this classic garaged. \$15,250 or might consider exchange for a late MG TF in appropriate condition. Call Michael on (215)885-5950 or fax 885-7334. Philadelphia area.

1967 MGB ROADSTER, red with black top and interior. Chrome bumpers and wire wheels. Runs good. Asking \$3500, photos available. (910)278-7294.

LATE MODEL MG TF-rare car, faired headlamps, large motor, good restorable condition. Best offer. (213) 469-5584. Hollywood, CA.

1976 TRIUMPH TR6. Very smart looking convertible, all there. Needs rings and rod bearings. Great body and interior. \$5500 OBO (619)328-4226. Daniel. Palm Springs, CA.

1974 TRIUMPH TR6. Brown, one owner since 1973, original 57,000 miles. All original and garaged since new. New top and this car covered by classic car insurance for \$150 yearly. Best offer to: Gene Kazan. (213)877-6302. (after 6:00 pm)

1957 MGA ROADSTER. Green with Camel interior. Fully restored in excellent running condition. Photos available. \$18,000. Barbara Vogt. (419) 668-1238. Ohio.

1976 TRIUMPH TR7. Hardtop, 4-speed, Air conditioning. Clean inside and out. Runs good and no rust. 55,000 original miles. Make me an offer! Jim Crain (317) 668-7076

THE BUDDY & BETTY HOUCK STORY

Many people each year attend British Car events of one kind or the other, some driving thousands of miles to be with and greet friends, others just pop down the road a few miles to their local meet. However, many other owners claim it's too far, or they haven't time, or their car is not good enough to take to a meet! Well let me regale you with a story of courage and determination, a passion for British cars and a life-long friendship sharing the passion. It might just make all of you out there who think it's too much trouble to think again!

Buddy Houck met his wife-to-be Betty, at the Cotton Bowl roller rink in Dallas in 1946. Buddy at the time was a mechanic and Betty a clerk. They married and moved to

Oklahoma City where Buddy raced a 1937 Ford stock car for Rusty Compton, under the name of Dick Houck, which was actually his father's race name, as his then boss did not want Buddy to be associated with motor sport! Most teams then, also had a lady driver, who was known as a "powder puff" driver. Following Buddy's lead, and using the theory, "if you can't beat 'em-join 'em" Betty also entered stock car racing as a "powder puff" driver, piloting a 1937 Ford 2 door coupe for a team from Texas.

She became quite successful and was only prevented from winning the Oklahoma Championship after the officials discovered that the fuel in her car was not legal, a fact of which she was unaware! However despite this, she finished runner up in the Oklahoma Championships having run fewer races than anyone else due to an appendectomy and subsequent absence from the track!

Buddy's interest in MGs began when a friend of his brought him a TD, with transmission problems which Buddy offered to fix in his garage. This led to Buddy acquiring a TD of his own. He



The Houcks ready for the road.

had by this time, married Betty, and had joined Kodak Ltd working in the microfilm department. Buddy stayed with the company 35 years until he retired in February of 1983. Not one to be idle for long he started his own business again

associated with the Microfilm industry.

Anything that Buddy could do, Betty also determined she would do! When Buddy obtained his pilots license, she followed his lead and got a licence of her own, both of them flying Aeronas and Cessnas



Betty polishes, Buddy supervises.

It was in November of 1983 that tragedy struck and Buddy suffered a massive stroke and was hospitalized, an event which totally incapacitated him for three months. Always a fighter, he was back to 95% in 6-9 months and he was still fairly mobile. However, in 1984 Buddy had to sell the business he had started, his handicap proving too much.

He and Betty had attended their first MG GOF at Tulsa in 1976 and the MG bug had really bitten by then, and he possessed several MGs with one of which he won a trophy, and he and Betty have been showing one or other of their great collection of British sports cars ever since, winning numerous awards. At one time he owned a four seater TD which was believed to be the forerunner of the Inskip stretched TD, also an MGA Twin Cam and an MGA 1500 both of which he sold to fund further purchases.

However, the stroke problem re-occurred and by 1990 Buddy was confined to an electric wheel chair, and needed oxygen close by wherever he travelled. "Travelled"?-I hear you say. Yes!-despite his handicap Buddy and Betty are regular attendees at the major MG events across the country. From swap meets at Hershey

and Carlisle, to Harrisburg for the "Best TC in the World" event where they placed fourth! From their home in Tulsa to Toronto for the NAMGAR meet, where further trophies were gained, the Houcks travel many miles each year in a GMC motorhome trailing one or two of their collection of classics and Buddy's wheelchair. Throughout their travels Betty does all the driving, and claims navigator Buddy gets her lost! They are regulars at the MG Summer Party in Grand Rapids, and your scribe met them most recently this past July at the GOF Central

in Arkansas where they not only placed 3rd in the TC Class-(Betty having polished it to perfection!) but also brought along a 1959 Berkeley for the attendees to admire into the bargain! A diorama of the Houck's garage also won first place in the model contest! Not bad for someone who spends a great deal of his life in a wheelchair!

Married for 46 years the Houcks have lived for the past thirty years in Tulsa, OK where they are members of the Brown County MG T Club. Their current stable includes no less than five TDs, a TF, a TC, an MGA, the aforementioned Berkeley and a Bugeye Sprite! Betty and Buddy both work on the cars, however, the really difficult tasks are undertaken by a friend, Donnie Day in the quaintly named town of Hogegey, Arkansas!

We asked Betty to recount the most eventful moment of their lives on the road, naturally thinking that the GMC motorhome would be a prime player because of the miles pulling a trailer. Not so!-she told us of the time when they attended a GOF at Snowmass in Colorado. After she had refused to drive Buddy in the TF up the 12000 foot high Independence pass, he settled for a sight-seeing tour with him navigating and Betty doing the driving. It wasn't too long before she realized that he had navigated her up the pass without her knowing!

On the way down she suddenly felt the steering on the TF "let go" and lock up- this with a fierce drop on one side and a wall of rock on the other. "I was terrified", Betty recalls, "and was literally frozen in the car". Soon along came some other T Types, and upon examination it



An example of Buddy's model craft

was discovered that two bolts had fallen out of the steering box coming round the last bend down the mountain! The others walked back and found them after which Buddy & Betty drove carefully down the rest of the way....

We have met Buddy and Betty along the great MG road many times and never cease to be amazed at their resilience and fortitude. Against all odds, cheerful of spirit, charming all they meet, they are an object lesson in what can be done if you really put your mind to it. A lesson which should be taken to heart by all the faint hearted, "Too far", "Haven't the time", "Too much trouble" brigade out there!

KS.



TR2-4A Cogged Fan Belt

Remember when your TR fan belt flew apart, sending chunks of rubber flying all over your engine compartment? Avoid a repetition of that scary event with our modern cogged fan belt. What makes this belt superior to the old solid originals is that they flex much more easily, giving them a considerably extended service life. Heartily recommended by the TR owners of Moss.

834-025 \$14.50

MGT-series Adjustable Oil Pressure Regulator

Engineered by Al Moss, this adjustable oil pressure regulator allows easy adjustment of your oil pressure. While not intended to cure low oil pressure in a badly worn engine, it is an excellent addition to a stock engine occasionally driven in extreme conditions, or to benefit an engine with only marginally low oil pressure. This unit replaces the threaded cap on the stock oil pump cover.

435-550 \$59.50

MOSS

BRITISH CAR OWNERSHIP

by Dr. Rusty Bentley (AKA) George E. Giese

When do you own your car? No, I don't mean just in the legal sense or the mere physical act of possession, but as an enthusiast, when do you really feel that your wheels are yours?

As a former car-sales man, I recognized that for many people the process of "owning" begins (or ends) with the initial test drive. I could tell whether or not the prospect had bought the car (at least in his mind) at the conclusion of the drive - if he quickly hands the key back, powerfully thrusting it away, he does not want that car. But if he moves the key and slowly curls it into his hand, even if just for a moment, he's signaled that he has bought the car in his mind and is ready to possess it.

But what about us, the car guys, motorheads, gear freaks, the just plain nuts? Ownership of our wheels goes beyond a decision to buy, beyond even the visualization of the image the car projects. Just when does psychic ownership begin? For some, perhaps ownership begins once the purchase papers are signed, the down payment is made and physical delivery is made. For others, maybe it really begins once the loan is paid off. For myself, neither event marks true ownership in my mind, in my psyche, when I finally say and feel "This car is mine...it belongs to me."

For me to truly own a car, I've got to take it apart, repair it, put it back together! I have to explore the mechanical aspects and gain an intimacy with the machinery, to know that I understand how it works, how it can break, and how to fix it because I've done it! Those nuts and bolts and sheet metal become mine by blood, sweat and four-letter words.

A number of years ago I looked under the hood of a '59 Mercedes-Benz 220S that I was considering buying. Understand that I grew up with simple cast-iron push rod four-cylinder Morris Minors, Bugeye Sprites and Fiat 600's, so the sight of that complex engine compartment with its six-cylinder overhead cam engine wearing twin barrel carburetors and daunting vacuum brake servo quite intimidated me! I just could not own that car - it was beyond my

mechanical comprehension and talent.

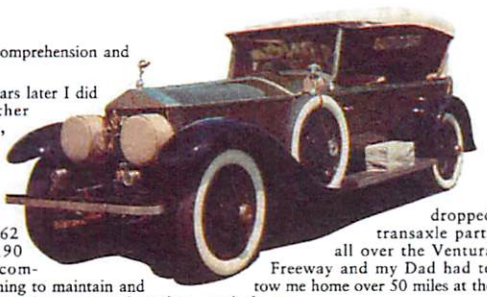
Several years later I did buy another 1959 220S, but only after first owning a much simpler four-cylinder 1962 Mercedes 190 that I was comfortable learning to maintain and repair. The experience removed my fear of OHC engines and led to my overcoming the fear of greater than four-cylinders.

So, the first thing I did when I bought my first 1959 Mercedes-Benz 220S was to take it apart! Over the next several months I rebuilt the engine, replaced the clutch, overhauled the shift linkage, replaced the king pins and rebuilt the brakes. Heck, I even replaced every single light bulb in the car including the instrument cluster bulbs. When it was done, I knew I owned that car - there was nothing it could do to me that I couldn't fix! I was the owner and master and it was my chattel.

For the last three years I have owned, that is, had physical possession and legal title to a 1938 Rolls-Royce. I've driven the car extensively and enjoyed it much. But it never really felt like it was mine. Even though I paid for it, and paid more for it than any other car I've had, and put more miles on it in the last three years than the previous owners had put on it in the twenty preceding, I never really owned it in my mind - it seemed to own me and had become my master.

You see, it never broke, never failed, never needed anything more than routine maintenance and attention. Sure, I did an ignition tune-up, adjusted the valves and regularly replaced all the fluids, but I never really got into it, I never took it apart!

It wasn't really a major failure, not like when my Mercedes 190 chucked a valve guide and I had to replace the head, nor like when my Bugeye Sprite threw a rod and I had to rebuild it in my parents' driveway, nor when my Simca



dropped transaxle parts all over the Ventura Freeway and my Dad had to tow me home over 50 miles at the end of a rope.

No, it was not that catastrophic a failure, but it took me two whole days to fix and that got me good and acquainted with the mechanical side of my Rolls-Royce. It was a gasket, an exhaust gasket between the head and manifold that blew, resulting in the most horrible sounding exhaust leak, most undignified, most un-Rolls-Royce like.

And if you dismiss a manifold gasket job as minor or inconsequential, well then, you've never faced 56 years of rust and corrosion on British Whitworth hardware and you've certainly never attacked the manifold bolts hidden down below the carburetor where you can only just sort of see 'em and you've got to use three different Whitworth wrenches, each with a just slightly different angle to the flats because you can only turn those bolts 1/16 of a turn with each wrench in succession!

Yeah, that sucker challenged me, tried to beat me (almost did) but I won. I'm no longer afraid of the inevitable clutch job, valve grind or whatever! I drive that old Rolls-Royce now and I own it.

Today my garage contains only three cars, the Rolls, yet another '59 Mercedes 220S, and my wife's Dodge Caravan. It's her car. Even though my name is shown jointly on the title, I can only change oil and filters on that car. I'll never own it, never feel that it is mine and that I am its master. It is, just an appliance...but for my wife, she bought it the first time she squeezed that key into her hand on the dealer's lot.

- E. Giese, Salem, Oregon

CHAPUT CHATTER-

Thoughts from the Moss Sales dept.
by Mike Chaput, Sales Manager

I've asked the Editor of "M.M." if I can have a regular spot to keep you informed of how we can best help each other in our ordering and delivery techniques, and give you some insight into how our operations work. To my amazement the Editor agreed! So here goes.....

First of all I'd like to deal with seasonality and our marketing plan and how these two factors affect us operationally. We all enjoy "Moss Motoring" and the great sales and specials that always accompany this wonderful publication. (Grovel...grovel! that's how I obtained my regular spot from the Editor!)

However, it seems that everyone waits until the last few days of a dated sale to place their orders and this causes me a problem in staffing. What generally happens is that we receive a massive amount of phone calls during the last few days of a sale period, in addition to the hundreds we handle daily on a regular basis. This translates into a lot of orders that must be processed in a short period of time.

Of course we are most happy for every single order that you place, however, orders placed early in the sale period increase the likelihood that the parts on sale are in stock, as towards the latter end of a sale you may be disappointed because we are temporarily out of stock of a particular product which has experienced high sales demand.

So my question to you all out there is-what kind of promotions would you like to see? Are you happy with what we do at present- whether it's a discount order sale, or selected item sale? Are there promotions from other mail order companies (not just from our fellow competitors) that make life more convenient for you? Are there promotions we've mounted in the past that you like or did not like?

We strongly request your input! Your opinions and ideas could definitely shape the future of how we operate, so I urge you to become involved. Send me a letter, send me a fax, or even call me! All ideas will be reviewed and considered! So, until next time, (and the other side of winter!) the Moss Crew and myself will do our very best to fill your British Sports car needs!

Thanks!
Mike Chaput, Sales Manager
PHONE 1-800-235-6954. EXT. 3216,
or FAX 1-805-968-6910.

Some quick answers to quick questions asked of us at the recent Triumphfest in San Diego:

-We do carry the TR2 - TR3B radiator guard, part # 850-790, at \$56.95

-The TR2 - TR3B skid plate (a popular accessory when off-roading your TR, whether intentionally or not) is 850-020 at \$117.60

-TR4, 4A, 250 rear overrider support brackets are finally available as cataloged - L/H 804-240, R/H 804-250, at \$7.95 each

-Extra center caps for our 455-355 alloy wheels (Minilite look-alikes) can be obtained for \$4.75 each under # 455-367.

MGA 1500-1600 Crankshaft

MGA crankshafts are prone to breakage, and new ones have been unavailable for many years. Thankfully, these same crankshafts were also used for various applications by the British Ministry of Defence. A small number of these new, genuine forged steel crankshafts were recently released as redundant inventory. The Queen's loss is our gain! Don't delay, as these won't be available for long.

451-520 \$995.00



MOSS

3.5 Gallon Parts Washer

Perfect for the weekend tinkerer, this bench-type parts washer is ideal for cleaning those dirty greasy old British parts. The 5 gallon tank has a working capacity of 3.5 gallons of solvent. The U.L. approved 110 volt pump puts a solid stream of solvent right where you want it through a flexible steel gooseneck.

387-350 \$79.95



TR4 - TR4A Steering Wheel

These new U.S.-made reproductions are just what you need if you have been putting off replacing your cracked and potentially dangerous original steering wheel because you couldn't find a quality replacement. These are the best we've seen yet.

853-750 \$169.50



Double Clutching: The Other Half of the Story

by Steve Tom

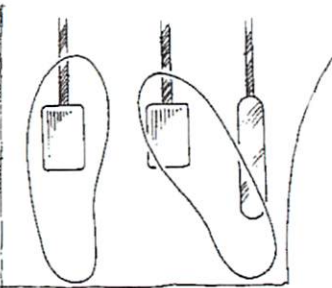
In his article, Heel and Toe, and Double Clutch Techniques (Moss Motoring Spring 1994), Chris Ball took the mystery out of this ancient British art. However, by describing only the technique for downshifting, he left out half the fun! Double clutching (or double declutching, as the Brits call it) is a technique that can be used when either upshifting or downshifting. The purpose of double clutching is to match the speed of your gears to the speed of the car as you shift to the next higher or lower gear. In theory, this is done automatically by a device called a synchronizer. Modern synchronizers work very well, but the classic British sports cars from the 40s and 50s came from the factory with synchronizers that could charitably be described as "anemic" at best, and only the top three gears were synchronized! Time has not improved their performance any, and the result is you have three choices when upshifting. You can grit your teeth and grind it into gear with a sickening "grunch," you can shift v-e-r-y-s-l-o-w-l-y to give those tired old synchros time to do their thing, or you can double clutch. (Very old sports cars, and cars with some "racing" gearboxes, have no synchronizers at all. Double clutching is essential for cars with these "crash-boxes.")

The key to understanding double clutching is to realize you are adjusting the speed of the input gears, which are connected to the engine through the clutch, with the speed of the output gears, which are connected to the rear axle. If you're upshifting, say from first to second, you need to use the engine to slow down the input gears. Push in the clutch, pull the gearshift into neutral, and then let the clutch out again. Since you want to slow down the gears, take your foot off the gas and let the engine and the gears slow down. Now push in the clutch again (understand why they call it "double clutching?"), pull the gearshift into second, and let out the clutch. If you've done it right, the gears and the engine will be spinning at the right speed for second gear and the shift will be smooth and noiseless. Unfortunately, very few people get it right the first time. Most likely, the car will lurch and grind much worse than if you had just yanked it from one gear to the next. Keep trying, and with a little practice you'll be amazed at how much smoother, and faster, this is than trying to upshift without double clutching.

When downshifting the technique is almost the same, but the purpose is to speed up the gears. When shifting from third to second, for example, you push in the clutch, pull the gear lever into neutral, let up the clutch,

'blip' the throttle (rev the engine briefly) to speed up the gears, then push in the clutch again, pull the gear lever into second, and let out the clutch. Sound simple? Try it! Ouch!! Like upshifting, it takes practice to get it right. Blipping the throttle just the right amount is part of the secret, as is doing the whole procedure quickly enough so the gears don't slow down again before you shift. With a little practice, your shifts will be smooth, quiet, and effortless. You can even downshift into first without coming to a complete stop!

Once you've mastered the art of double clutching, you're ready to move on to the heel-and-toe downshift technique Chris described. This will definitely put you in a league with the pros, and you'll have mastered an art that Datsun drivers don't even dream of. Of course, if you drive a modern car with good synchronizers you really don't need to double clutch, but then again, there's no reason why you can't do it anyway. I double clutch my MGTC out of necessity, and I double clutch my MGB for the pure fun of it. It makes a lovely sound as I head into a tight hairpin, and I just might be helping my under-worked synchronizers live to a ripe old age!



TR4 - TR6 SPARE TIRE COVERS



Embarrassed by the tatty, cracked, and just plain ugly spare tire cover sitting right in the middle of your trunk? These beautifully made U.K. reproductions will make you proud to open your trunk in front of your friends.

TR4/4A	645-750	\$139.50
TR250	633-810	\$124.50
TR6	633-820	\$74.95

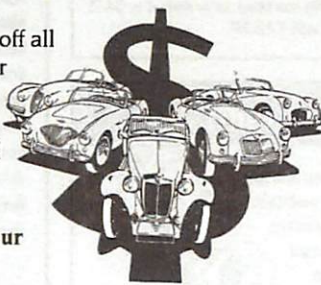
Join Our Rebuild Program!

To qualify, just place an initial single \$2,200 retail order (\$2,000 after discount) or purchase a new MGB or TR6 Heritage body shell.

- You'll receive 10% off all orders for one year after initial qualifying order!
- A personal rebuild advisor at Moss

If you'd like to join our Rebuild Program, please call our sales department, toll-free at

1-800-MOSS-USA



Collier Cup

Continued from page 1

cross section of MG racing history. The beautifully prepared N-type Magnette of Bob Sterling from Andover, IL represented MG's prewar origins. T-series cars from bumper and windshield equipped, to full-tilt racers were equally mixed with the various permutations of MGA. There were also MGBs, Midgets, an early Lester MG and even a surprisingly quick MG 1300 sedan. Was anything not represented? Well, this writer was hoping to see a ZB Magnette with big rally lights on top, or maybe a Y-type - just to round out the field.



Don Martine, T-series first in class is congratulated by Don Funke in the Winner's Circle.

With the cars lined up, and the parade lap complete, it was time to race. Tony Simms of Ontario, Canada in his well-prepared MGA Twin Cam led from the pole, but he couldn't hold off the hard charging MGB of Tim Handy. Tim, who came in from Goode, VA, took the lead on lap five and held on to win at an average 75.97 mph. Not bad for an engine which, according to Tim, never turned over 6,000 rpm on the 3.4 mile course. We suspect a few extra revs. may have been lost in the telling. Sixth overall, and first among the MG T-series cars was Don Martine of Pacific Grove, CA in the John von Neuman MG TD. This famous West Coast car was undefeated in its first full year of racing in 1950.

Another entrant of particular note was Denver Cornett from Prospect, KY. Denver wasn't driving fast out on the track, but that's to be forgiven as he and his 1947 MG TC competed in the first Watkins Glen event back in 1948. The car has recently been restored with an emphasis on maintaining originality. By his own account, Denver was the first person to roll a car in a US Grand Prix after World War II. We'll bring you a more detailed account of his exploits in a future Moss Motoring.

The Collier Cup itself is not awarded to the first car across the finish line, but rather to the individual who best exhibits the spirit of camaraderie and competition. This year, the cup was awarded jointly to Greg Prehodka and Joe Tierno. Their investment of time and effort in recruiting entrants and coordinating activities was beyond the call of mere volunteerism. We at Moss salute you two gentlemen for your efforts. We would also like to thank Frank Rupp of Sportsrac Vintage Racing Association for sanctioning the Collier Cup through thick and thin. A great race weekend can't happen without a great venue. Special thanks are due J.J. O'Mally, Maryanne Schumaker and Lynn Hodges and all the staff and management of Watkins Glen International. You all worked together and put on quite a show!



A Fair Lady, Finally!



every year at the Indy car season finale at Laguna Seca. But no MG.

Anthony's MG TF

by Anthony Ardolino

The realization hit me as I was walking out of Pep Boys. In one hand I had a digital circuit tester and in the other I had an Auto Trend drip pan. Yup, I was finally going to own a British sports car.

And it was about time, too. I had wanted a particular British sports car, an MG TF1500, ever since I first saw one 38 years ago. I was a shy, unfocused ten-year-old in 1955, and one day while playing with my dog in the front yard, a neighbor drove slowly past in a brand new, red TF. He had the windshield laid flat across the cowl, and he wore a tweed cap and, as I recall, string-back driving gloves. But the sight and sound of that MG, at once old and quaint and toy-like, and yet rakish, raucous and red, simply galvanized me. It was the most beautiful object my young eyes had ever seen.

I ran down the street after it, and was delighted to see it pull into the driveway just four houses down from mine. I looked for it every day after school and on Saturdays, and if I saw it out on the driveway, I would run down and just stare at it, wide-eyed and gape-mouthed. I burned into my mind every facet and detail of that MG, from the 12 vertical bars in the grille to the perfect sweep of the fenders—still the most lovely fender line to grace any automobile. I was awestruck the day I realized that the instruments were octagonal, just like the MG badge. What incredible design!

Soon after I began to buy copies of Road & Track and Mechanics Illustrated magazines with my allowance. My love of cars, and in a way, my whole life, had begun.

Thirty-eight years later I look back on a long career in the automobile industry, a succession of street rods, sports and exotic cars, decades worth of back issues of car magazines growing yellow in the garage and a long-suffering wife who never complains about celebrating our anniversary

Then, this past December, while not looking for one at all, one found me. It was a beautiful restoration of a one-owner car done by John Autry of Laguna Hills. It was black with biscuit interior and it only had 900 miles on the restoration. I walked up to it in John's driveway, stuck my head far into the interior and breathed deeply. That smell, so unique to English sports cars (dampness in the carpets?) carried me back to 1955 in an instant. Thirty-eight year old memories washed over me like they happened yesterday. Later, when John started it and explained that he installed an original British exhaust system to retain that special sound, I found myself twitching violently, trying not to grab for the checkbook in my back pocket.

But it was no use. Once I drove the little dear, you could just stick a fork in me—I was done. She was mine.

It was almost a 50-mile drive home, and along the way the exhaust manifold gasket blew. Not the greatest beginning to our relationship, perhaps, but I did take pride in the fact that the little engine could make an explosion strong enough to blow a gasket.

Thanks to tools, parts, advice and encouragement from Moss Motors, I affected repairs with only a single barked knuckle. And discovered a forgotten truth along the way: There is no greater peace and satisfaction than successfully tinkering with a beloved car in a quiet garage on a warm afternoon.

The tinkering has since led to chromed dashpot covers and Hellings air filters, a polished aluminum valve cover (a street rodding heritage dictates brightwork under the hood, with apologies to John and all the other purists) a set of wind wings, a spare tire cover and a license plate that reads "A 55 MG".

I have named the car Eliza, in honor of the late Audrey Hepburn, who brought Eliza Doolittle so beautifully to life on the screen, and just because after 38 years, this MG is indeed, my fair lady.

LT COL. JOHN W. THORNLEY OBE (1909-1994)

As we went to press with the Fall issue of "Moss Motoring" we were saddened to learn of the passing of "MR M.G." John Thornley during July. We promised that we would give a fuller appreciation of this remarkable individual, and the contribution John made to the most famous British marque of all.

We here at Moss Motors, would like to pay tribute to this remarkable gentleman, for John William Yates Thornley lived MG from the day in 1931 when he was elected as the first ever Secretary of the MG Car Club, to the day he retired in 1969 as Director and General Manager of the MG Car Co.

John's first MG was an M-Type he bought in 1930, and soon after he met with two other enthusiasts and formed the MG Car Club. John went to Abingdon and managed to get Cecil Kimber to authorize the MG logo for the club's badge. He was at this time an accountant in London, but he then persuaded Kimber to give him an office at the MG Factory to run the fledgling MGCC and he moved to Abingdon. However, another part of the job at MG was as assistant to the service manager, John Temple, who was shortly afterwards appointed competitions manager, and John thus inherited the Service Manager's position.

Serving in the Army during the war, JWT attained the rank of Lt. Colonel and returned to Abingdon in 1945 where he became Sales and Service Manager for MG. He was involved deeply in all aspects of the competition and record breaking efforts of the Octagon. In 1952 he was appointed General Manager, 21 years to the day after he joined the company! MG was now headed by a no-nonsense enthusiast who battled against the corporate hierarchy of BMC and later BL. He hand picked his staff and jollied them along with his sense of humor into vast achievements which no other small auto factory could ever have dreamed of.

He envisaged the MGB, and saw into production the MGB GT—the "poor man's E-Type" as he put it, and many other MG successes achieved against the odds. He also remained convinced to the end that the Triumph "suits" who gained control of BLMC were responsible for the ultimate demise of the MG in 1980. During his tenure as head of the company, the MG Factory became the world's largest producer of sports cars. Even when in retirement, John still retained a great interest in MG and he was outraged at the decision to close the MG factory and personally wrote to MG dealers around the world—especially here in the USA—to request their support to protest the closure.

John was always a gentleman in the best sense of the word, and your Editor



John Thornley and Syd Enever - two major players in MG history-photo John Scager

was privileged to meet him on numerous occasions—he always had a kind word, but did not suffer fools gladly! He held the position of President of the MGCC until the end, driving his special blue MGB GT sporting V8 wheels, and the MaGic number plate: "MG 1".

We all owe a great deal to this remarkable man—you wouldn't be driving the modern MG you have today were it not for JWT!

As a footnote we thought you might be interested to read John's thoughts on the MG movement taken from a letter written to Richard Miller in reply to a letter of appreciation thanking John for what he had achieved for MG.

"I must say it isn't everybody who writes to thank me for what I have put into MG over the years, so, when it happens it is very satisfying.

Not, you will understand, that it has called for any great effort. My life with MG must have approached the apogee of "doin' what comes nat'ral'ee". It has been effortless. I have enjoyed myself. And it is my good fortune that my enjoyment has rubbed off on the MG owners and created the legend to which you refer.

May I, in turn, thank you and your colleagues for your enthusiasm. It is you, and many of the same mind who fuel the present day MG flame".

Sincerely

John Thornley

(For those interested in learning more about this remarkable individual we recommend that you obtain a copy of his great MG book—"Maintaining the Breed"—you'll be amazed!)

Moss #211-400

MG Clubs

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

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

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

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

American MGC Register
34 Park Avenue
Asheville, NC 28803

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

12 Gallon Parts Washer

Even if you only occasionally work on your car, you will wonder how you ever got by with the "bucket of gas" approach after using this professional size parts washer. With its 20 gallon tank (working capacity of 12 gallons), 50 gal/hr UL approved pump, fully adjustable gooseneck

nozzle, and fusible link to close the lid automatically in case of fire, this parts washer is the solution to the old problem of how to get dirty parts clean.

387-360 169.95



Dear Editor Continued from page 2

he had once owned and driven British Sports Cars, and that he would really like to get back into one. He specifically mentioned that he would like to seek out either a TR6 or an MGA.

I told him that your most recent issue had features on both these fine cars, a complete run-down on the TR6 and a very humorous article on the MGA hood! There were also classified adverts for restored cars in addition to other good features.

However I am very reluctant to loan him (or anyone else for that matter!) my own copy of the Fall issue, as publications as interesting as yours have a way of disappearing and not returning to my British Sports Car file!

Could you please send him a copy of the issue referred to? I enclose his name and address-and who knows, such a gesture might bring one more BSC enthusiast (who would be a potential Moss customer as well) back into the fold? Thank you for your attention to this matter.

Sincerely,

COL. (Ret) Roy B. Shroat
Centreville, VA

(Consider your request actioned sir, and thank you for your letter and kind comments. Ed)

Dear Moss,

In your Fall issue you report the latest crazy effort of the California Legislature to lessen pollution by picking on one 'minority', the classic car owner, to promote social change for other minorities.

A few years ago, and I cannot quote the exact date, "Classic & Sports" magazine stated that 80% of the pollution caused by a motor vehicle during its lifetime, is created during its manufacture!

The 'ploy' proposed by State Senator Presley is just another scheme to enhance the State coffers with sales taxes and higher registration fees for newer (and more expensive) cars.

I drive alternatively daily, a 1966 MK2 Jaguar and a 1966 Rover 2000TC. Both are meticulously maintained and tuned and both pass their smog tests without difficulty. The 80% pollution caused by their manufacture occurred 28 years ago in 'foreign parts' and has long since been recycled by Mother Nature!

Senator Presley would have been right at home in Paris 1792 as Chairman of the Committee on Public Safety. "Off with their heads!"

Sincerely

James Crisp, Portola Valley, CA

Dear Moss,

After reading your Fall issue lead story regarding the proposed legislation for post-68 cars, it comes as no surprise that many of our elected officials in the governmental system have come up with this bit of proposed idiocy.

Yes, I am a bit of a cynic when the government is involved, and we must stop this joke in its track. WRITE letters and call those officials all the time! If we fail I predict that you at Moss Motors will be selling great multitudes of those \$12.50 new vehicle ID plates. We will soon be seeing huge numbers of chrome and even rubber bumpered 1966 MGB's at the fields meets!

(Overheard at the 1997 Portland British Field meet... "Oh sure they made rubber-bumpered MGB's starting back in 1963, it was an option" ..Nudge,



Gone for ever - if clunker bills succeed!

nudge, wink wink!

There will be many other creative ways around this proposed pollution fee legislation. We the people must get creative to beat them at their own game. They are going to have to pry my cold, dead fingers off my MGB steering wheel before I throw away \$400, or sell one of the joys of my life! Sell? H**L NO!

Thank you to Moss for all of the parts and advice over the years,

Keep up the fight!

Brian Toye, Portland, OR

(We have to tell you that Brian also sent us a Technical Tip on how to beat the system-but we aren't print it in these august pages! Ed)

STRING BACK GLOVES

Continued from page 3

about half a dozen or so sports car buffs who would congregate, usually on a Saturday, at the home of one of the members. Young, unmarried, and with a degree of monetary and temporal freedom, they would spend the day going on a run to a local race track to watch TR2s TDs, Healey 100s and other cars with which they could identify. Or, if nothing was happening they would just stay clustered around their host's house to wash each car in turn and trade stories.

On my street there was a group of MGAs all painted powder blue and around the corner, a block away, was a group of MG TDs and one Karmann-Ghia! These last were all painted red and I could never figure the Karmann-Ghia. Is it possible the local Porsche club wouldn't acknowledge his existence or was it just less of a grunt for his little 1300cc flat four to keep company with the 1250cc T's? They made quite a sight on their regular Saturday runs to the Olde Mill British Pub or to the Rathskeller beer garden. They were an open minded lot!

Not so open minded were the Scarborough Beach boys. These consisted of me, two guys named Don (that's one appellation apiece, they weren't Siamese twins or anything!) one Bugeye Sprite and two 997cc Mini Coopers. We looked with contempt on anything else! We couldn't outrag a Jag, so when that occasion presented itself, we pretended we were too mature for that kind of behaviour but, MG's were hunted down and eaten alive! Our cars got washed when it rained, otherwise we were too busy re-torquing our Speedwell heads or trying to poke a half-race cam through the driver's side wheel arch of one of the Minis (no, you don't have to take the engine out!).

But I digress, because, my subject is actually concerned with marketing. So back to the flat caps and string gloves mentioned earlier. One of the delightful things about owning a British sports car was that you could play Santa Claus to yourself all year long. With child-like eagerness you perused the catalogs of MG Mitten, Vilem Haan, and of course Moss Motors. You ordered things like glass bottomed tankards, Amco luggage racks and string-back driving gloves. You ordered, you waited, in eager

anticipation with your nose pressed up against your front window for the arrival of Santa in the UPS truck!

Maintenance and repair were largely handled by Stanpart at your local Triumph dealer, or by BMC at the Austin Healey-MG outlet. Remember how well they were handled? Remember how many times you went to the dealer to find they had ordered yet another wrong part? Remember being told certain parts were N.L.A when the cars the N.L.A parts were for were still sitting on the showroom floor? I still have a copy of the British Leyland service outlet and dealer network. It was a network the envy of any foreign car manufacturer except possibly Volkswagen. Bob Dylan was real popular back then. Remember "And I threw it all away"? He always could write good popular songs!

While we could lament that the dealers and their parts counters are no longer here (is anyone surprised?) we have no call to lament too loudly because numerous specialist suppliers have filled the breach, Moss Motors were the first in the field some 47 years ago! So parts for our favorite cars are now sometimes more readily and sometimes more cheaply available, than when the cars were current.

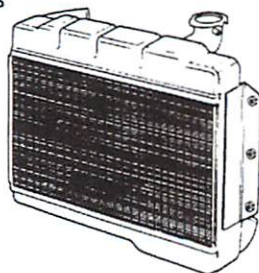
So MG Mitten and Vilem Haan are gone and regrettably missed. The little informal neighborhood clubs are not too prevalent either. But we're still out there. Many of us have joined National clubs and enjoy the use of our cherished cars on tours, picnics and concours. The Scarborough Beach Boys? Now we're in vintage racing of course. I wrenched for a while for a chap with a very potent Mini Cooper S, and I still have my own Mini plus an MG and Triumph. These gray hairs in my beard and a more liberal attitude towards those who would use their sports cars for anything other than sport, are acquisitions of the passing years.

My flat cap blew off in 1965 on my way to the Mosport track in my Bugeye, and I never did buy another one. I never did own a pair of string-backed driving gloves, for the Scarborough Beach Boys were not given to affectation. But I do see there is a pair offered in the Moss Motors British Car Accessory catalog, and if those TD guys were tolerant enough to let that Karmann-Ghia tag around with them, well I suppose I could let myself mellow out yet a little further!

1962-'67 MGB Radiator

The latest in Moss reproductions is this beautiful radiator for the early MGB. Looking exactly as MG supplied the originals, these are the perfect replacement for the all too frequently damaged, ugly, and leaky old originals, and at a cost less than having your original re-cored.

456-880 \$159.95

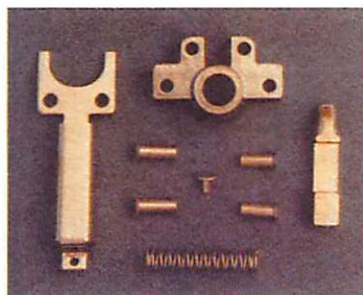


1962 - '64 MGB Door

Latch Repair Kit

\$17.95 401-117

This marvellous kit includes all of the wearing components in the early "pull out" handle door latches, enabling the latch assemblies to be rebuilt to new operating condition. Fits left and right latches, 2 required per car.



SCUTTLE SEAL INSTALLATION

for 6 cylinder Austin-Healey roadsters

At the second annual Moss British Car Festival this year I got asked by two separate Healey people "How do you install the scuttle seals? I can find no information on how to do this task." Well, they were right. There is no currently published set of instructions on how to do this pretty complicated installation for the 6 cylinder Austin-Healey roadsters. Until now! So after a couple of days of cleaning out my Healey hints and tips file drawer and all my back "Nut Behind the Wheel Articles", I finally found the only set of these instructions I have ever seen. They were put together in 1979 by Don and Sara Mollett when the Healey Motor Works was in business in Santa Barbara. So much for the credits. On with the show.

To make an original installation as easy as possible, remove the windshield and the three screws holding the end of the padded scuttle down. While removing the windshield is not absolutely required if you have an offset screwdriver to remove the scuttle pad screws, it does help to gain access to scuttle seal area. Lift the scuttle pad up three to four inches and block it up out of the way. Set the seal's top flap between the padded scuttle and the car's metal scuttle frame. Make sure the scuttle seal is right in the corner next to the fender. With a scribe or other pointed object (or better, a small punch), pierce only the bottom flap in each of the 5 holes provided in the car's metal scuttle frame (3) and fender (2). Insert a copper split rivet with a #6 flat washer under the head of the rivet from the bottom side of each hole. Use a pair of needle nose pliers to spread and curve the tines as shown in Figure 1.

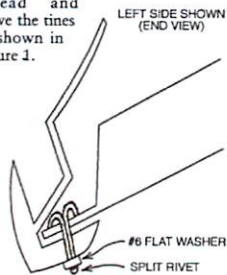


FIGURE 1

Cut the scuttle seal with a razor blade at cuts A and B back to the leading edge of the metal scuttle frame, that is, the one the three rivets went through. Then cut the seal across the facing edge of the metal scuttle frame being careful not to cut the seal flap you will be folding over in the next step. Review both Figure 2

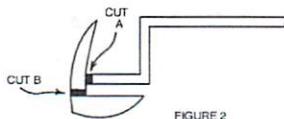


FIGURE 2

and Figure 3 before cutting to be sure you understand where and how to cut.

This leaves a flap that can close the end of the scuttle seal off as shown in Figure 3. It is this flap that will hopefully prevent any water from dripping on your knee! Make one more hole in the closed flap in line with the existing hole in the metal scuttle and install a #6 x 1/4" sheet metal screw with a #6 flat washer under the head. Reassemble the

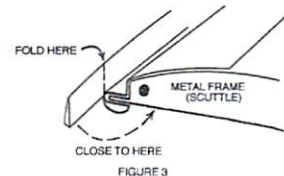


FIGURE 3

scuttle pad and the windshield. That takes care of one side. Remember that the other side will be just reversed. I sure hope this helps. Be careful and I'm sure you will have a perfect, original style, installation.

A final note. Roll up window Austin-Healeys do not use this type of scuttle seal. Four cylinder Austin-Healeys have two different kinds of seals and mount differently on separate metal plates. Neither set-up is applicable here.

'Till next time,
Ron Phillips

And now a letter about Westland Healeys.....

Dear Moss,

I refer to the article in the Summer issue of "MM" in respect of the Healey 'Westland' by Chuck Breckenridge. Why does he call it a "Modified Healey"?

The Healey Westland, like the Healey Elliott, Healey Duncan, Healey Silverstone, Healey Tickford and the Healey Abbott were all Healeys! None of them were "modified" in the sense that the Sunbeam Tiger was a modified Alpine, or the AC Cobra was a modified AC Ace.

If the name Healey needed a modifier you could say "Warwick" built: or "Warwick Healey" so people would know you were not talking about an Austin Healey. All the above mentioned Healeys used the 2 1/2 liter Riley engine* and they, together with the first Nash Healeys used the trailing arm front suspension.

(* If you don't count a Silverstone that Briggs Cunningham equipped with a Cadillac V8. It came in second at Palm Beach in 1950 and still races today at Laguna Seca!)

As for the fastest, the early Healey that achieved 110.8 miles per hour wasn't the Westland. It was the closed car-the Elliott! The article also went on to say that no production records seem to exist. Well I have a poster printed by the British Motor Corporation stating that yes-64 Westlands were built, but it also detailed the numbers for the others:

Elliott	101
Duncan	39
Sportsmobile	23
Silverstone	105
Tickford	224
Abbott	77



Healeys at Ventura at the Healey West coast meet.

Austin-Healey Clubs

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

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

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

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

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

There were also 25 Healey "Sports Convertibles" built on the same trailing arm front suspension chassis, but powered by the 6 cylinder, 3 liter Alvis engine. They boasted 106 HP out of the three liters in comparison to the Riley engines 104 from 2 1/2 liters.

Calling the real Healeys 'modified' therefore seems a bit patronizing, as if they weren't cars in their own right because they were not powered by Austin engines.

W. James Franks
Torrance, CA.

TWIN CAM HEALEYS

In the Fall issue of Moss Motoring, we reprinted an article about Harold Hunter. The article was discovered in a 1950's copy of an old club magazine called "Just Drifting", which originated in Galt, Ontario, Canada.

Harold 'Red' Hunter, as he was endearingly referred to back in the old days, designed and manufactured a twin cam cylinder head which he installed on an Austin Healey 100M. The Twin Cam Healey was campaigned on local race-tracks with great success and subsequently two or three or more heads were built.

In the many years since that time, the car and the cylinder heads became separated and went their many different ways. Our attempt to entertain readers with this little bit of Austin Healey history in our last issue of Moss Motoring caught the attention of an Austin Healey Historian by the name of Ron Yates.

Ron is currently writing an article about the first Huffaker Special that was Healey powered and had one of these conversions. Ron has written to us, asking for any information that we, or any one, can supply on this subject. We have since been informed by a reliable source in Canada, that three of these Twin Cam heads and the 100M Healey, are now, all under one roof somewhere in Chicago.

We would be very glad to hear from anyone who can elaborate on the above, or has any information at all on the Hunter Healey and or the Twin Cam Healey heads. Perhaps, together, we can complete this little bit of British Sport Car History.

Write to the Editor, Moss Motoring,
400 Rutherford St, Goleta, CA 93117
or call our Motorsport Coordinator,
Harry Haigh on (805) 967-4546.



Austin-Healey Conical Reflector Assembly

These superior quality reproductions of the now rare conical reflectors are correct for all 100-6s, BN7 through car #9452, and B17 through car #9388. Since the original "bullet" covers were fragile, few originals have survived intact. (Most have been replaced over the years with the later flat type reflector.)

Our new reproductions exactly duplicate our NOS sample, and are the complete unit consisting of rubber base, reflector, conical cover, and chrome-plated rim.

544-670 \$16.95



XK120-150 Front Suspension Ball Pin

These lower ball joint ball pins are accurately machined from chrome-moly steel for maximum strength, and hard chrome plated for durability.

011-922
\$79.95



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 \$35.00 gift certificate.

TECH TIPS 92

IN THE BAG

I really enjoy working on my 1973 MGB and it's a good thing I do because it gives me ample opportunity to exercise my limited mechanical skills. The car is, after all, over twenty years old and it is fun to try and get every little thing back into working order.

My latest project was trying to get the windshield washers to work. The 73 model comes with a plastic bag which hangs on the passenger side fender well, inside the engine compartment. The bag contains a tube which runs to an electric pump mounted just above the bag. The tubing then runs from the pump to the washer jets mounted just in front of the windshield.

My first efforts revealed that the bag had a small cut in it allowing washer fluid to leak out. I was able to cure this by cleaning the inside of the bag well, and then dabbing a small amount of silicone sealer on both the inside and the outside of the bag at the site of the cut.

Once I had cured the leak I filled the bag only to find that the very noisy electrical pump would not draw any water. It has to be primed. So I took a mouthful of tap water, (don't use the blue stuff for this!) and blew it in to the plastic tube that fits down inside the bag. Then I returned the tube and plug back into the filled washer bag. I tried it again and the pump actually pumped the fluid out of the two little jets!

A last item was to adjust the jets so that they actually spray onto the windshield, by use of a fine needle in the hole of the jet.

Clark Shilling,
Tulsa, OK

TECH TIPS 93

GOURMET GROMMETS

Most grommets used on "our" cars are made of soft rubber and can be squirmed into place pretty easily. However, every once in a while I come across some really tough ones. For example the grommets that isolate the wiper motor mounting studs from the base plate in a TR4A, (and earlier TR's also probably other cars that use the same motor). The nylon grommets that locate the throttle cross-shaft in TR6s, Spitfires and GT6s are another awkward example.

These grommets are so tough and so oversized that it seems that no amount

of lubrication or pressure will get them into place.

The answer is HEAT! Put the grommets in a pan of water and bring the pan to the boil. Let it boil for a good twenty minutes when the grommets will be soft, pliable, and easy to insert. Once they have fully cooled they will get quite stiff again. By the way be sure you have enough water in the pan so it doesn't boil dry!

Chris Kantajiev,
Palo Alto, CA

TECH TIPS 94

WHAT A DRAG

I purchased a 1971 MGB that had not been driven for three years. After several weeks of work it became my daily driver. However, during the process of getting the car running I checked the brake cylinders and hoses for leaks, and the rear drums, rotors, pads etc. for wear. Everything seemed to be OK.

However, after stopping the left front brake would "hang up" and drag for a while. The MG would stop just fine but when I took my foot off the brake pedal the front caliper would not immediately retract. This caused the wheel to drag and wear the brake pads rapidly. I pulled the calipers and had them rebuilt at the local brake shop.

After installing the calipers the problem was lessened but would still re-occur occasionally. A few months passed and I then noticed a slight leak on the flex hose to the left front brake. Externally the hose appeared to be OK except for being a little moist on the end next to the caliper. To be on the safe side and not wishing to risk brake failure I ordered a new hose from Moss.

When I removed the old hose I found that the inside wall had 'delaminated' at the wheel end and was plugging the hose like the ball in a check valve. As the pedal was depressed hydraulic fluid would flow into the wheel cylinder and extend the pistons, but when the pedal was released the lining closed the opening in the hose this preventing hydraulic fluid from flowing easily out of the wheel cylinder. This had been the cause of my "dragging" all along! The restriction was not so total that it prevented the fluid gradually seeping out of the cylinder and eventually letting the piston retract.

Since replacing the hose I have had no dragging brake problems.

G. Dighton,
Baton Rouge, LA

A WELL TRAVELED MG



The 1948 TC of MR Gibbons

The saga of our 1948 MG TC began when we purchased the little sports car new from a dealer in Southern California for our son to drive to school.

We enthusiastically drove the MG in rallies and hill climbs, with some success, but after a little while we decided to have the engine overhauled to give it more get up and go. We asked several MG aficionados as to who was a qualified MG mechanic and they recommended us to a Mr. E. Alan Moss located on Venice Blvd. in Los Angeles. I believe this is the same individual who was the founder of your organization. If you ever see him please advise that the engine overhaul was completely successful and the same engine performs flawlessly to this day!

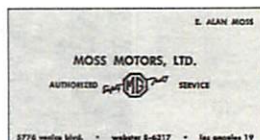
In 1955 my work took me to Hawaii and the TC was shipped to the Islands. where we continued to enjoy the MG until 1958, when I was again transferred, this time to Washington DC. The TC was crated and shipped through the Panama Canal to arrive eventually in the Nation's Capital. I drove the car every day from our home in Arlington Virginia, until one very cold and snowy day I arrived home in the heaterless MG and in near frozen condition I knocked out the water plug, drained the oil and water and put aircraft engine pickling oil in it!

1964 saw another move to Long Beach and the TC, still pickled, was rolled into the back of a moving van and transported along with our furniture to the West Coast. The little car was put into the garage and covered with a tarp. I was so engrossed with my work schedule that the car was virtually ignored for several years.

I retired from the Douglas Aircraft Co., and moved to Oregon where once again the TC was put into storage. I

estimate the MG had traveled over 21,000 miles without the wheels ever touching the road! The little car sat in the corner of the equipment building serving as a home for mice and spiders until 1992 when, after being stored for 32 years we decided to have it restored to its former original and authentic glory!

There was no rust or wood deterioration, but the top, seats, wiring and plastic on the three spoke steering wheel were in very poor condition. There was a lot of work to be done and I turned the MG over to a professional restorer, the Cleveland Restoration Co., located in Nesika Beach. Various other specialists were employed in other parts of the restoration, and as I had previously had the wheels cut down for 14" tires, we had to buy a new set of nineteen inch wheels, tires and tubes from Moss Motors. Moss also supplied the restorer with many new parts including a new top, wiring harness, interior upholstery and all new rubber. Mike Cleveland painted the TC British Racing Green and when finished the car was again a gleaming little jewel, in better then new condition. Meanwhile we were about \$25,000 poorer!



Mr. Gibbons sent us Al Moss's original business card

The little TC is no longer driven except to events where we have entered Concours with some success, including a first with 94 points and other awards at the Forest Grove Concours. She now has 52 miles on the odometer since being restored, and is now transported in a custom built, rodent-proof trailer.

We would all like to thank Moss Motors for the help, advice and parts you were able to supply. Your order technicians are always courteous and competent advisors.

G.T. Gibbons Brookings, OR.

Spitfire Dash Top Cover

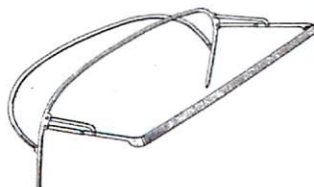
If your plastic dash top is hopelessly cracked and peeling, this attractive hard plastic cover is the solution to the problem. This vacuum formed correctly grained black cover will rejuvenate the appearance of your dash top. Comes with instructions and adhesive for easy installation. Fits Spitfire MkIV and 1500.

644-640 \$46.95



Austin-Healey BN6/BN7 Top Frame

If your original top frame is bent beyond recognition, or if you just bought a car without one, these very nice reproductions from England will enable you to put your top up for winter driving.



453-695
\$424.50

Under The Bonnet

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

STEERING SYSTEM LUBRICATION

by Eric Wilhelm

A question commonly asked of us is how to lubricate the later MGB steering racks, which do not have a lubrication nipple. In searching for a definitive answer, I discovered that lubrication of these later steering racks is not a scheduled maintenance item, and as such, there are no "factory" instructions for lubricating them in service.

The instructions for a new or newly rebuilt unit are to stand the unit on end and pour 4/10 of a U.S. pint of Extreme Pressure S.A.E. 90 oil in the gaiter. Apparently the factory felt that the initial lubrication was good enough to last "forever", as long as the rubber gaiters were intact. In fact, the only time these later steering racks require additional lubrication is probably when the gaiters are replaced, preferably before they get ripped, torn, or otherwise damaged.

The best way to lubricate these is to remove the old gaiters, run the rack out to one side, by turning the steering wheel, and pour a bit of 90 E.P. oil along the exposed rack (dribbles and spills will drop onto the newspaper you placed underneath), rug the rack out to the opposite side, and install the new gaiter. Repeat on the other side. If you want to get more serious about this operation, remove the pinion damper cover, shim(s), and damper housing. Slowly add oil while the steering gear is turned from side to side. Before reassembly, check the damper pad for wear, and replace if required. Re-shim if necessary.

Early MGBs with a lubrication nipple on the steering rack housing get 10 strokes of an oil gun charged with 90 E.P. every 12,000 miles or every 12 months, whichever comes first. (On all MGBs, the tie rod ends and swivel pins are greased.)

DO NOT FILL THE GAITERS FULL OF OIL! The purpose of the gaiters is not so much to keep oil in, as to keep water, dirt, and other contaminants out. A gaiter full of oil will split, squirt oil all over the place, and/or restrict steering movement. The steering rack needs only to be lubricated - it does not need to run in an oil bath.

The MGB lubrication question prompted investigation into steering system lubrication requirements of other British sports cars, a summary of which follows. "90 E.P." and "140 E.P." refer to the appropriate weight of Extreme

Pressure hypoid gear lubricant, otherwise known as "gear oil". Where grease is specified, a general purpose "chassis grease" is fine. If your grease gun is loaded with high temperature disc brake bearing grease, this will work just as well.

Before oiling or greasing lubrication nipples, wipe the nipples clean first, and ensure that the end of the grease or oil gun is also clean. Do not over-lubricate. If excess oil or grease gets all over everything, clean it up before it contaminates your brakes and attracts dirt.

For more details on the following, such as frequency of service, consult your workshop manual.

MG TC - steering box: 140 E.P. to nipple on top of steering box-steering joints: grease

MG TD-TF - steering rack: 90 E.P. to nipple in center of rack housing under car-steering joints (tie rod ends, king pin links): 90 E.P.

MGA - steering rack: 90 E.P. to rack housing & pinion shaft nipples-steering joints: grease

MGB - covered at beginning of this article

MG MIDGET - steering rack, through approx. 1972 - 90 E.P. to nipple-steering rack, from approx. 1973 - grease (remove hex-headed plug from damper cap, install grease nipple)-steering joints: grease

AUSTIN-HEALEY - steering box (all models): 90 E.P. thru filler plug in top of steering box housing-steering joints, 100-4: 140 E.P.-steering joints, Sprite, 100-6, 3000: grease

JAGUAR XK120 - steering box & idle lever: 140 E.P.-other steering joints: grease

JAGUAR XK140 - XK150 - steering box: grease in nipple in rack housing-steering joints: grease

TR2 - TR3B - steering box: 90 E.P. - filler plug in steering column 12" above steering box-steering joints: grease

TR4 - TR6 - steering rack: grease - replace hex head plug in pinion damper cap with grease nipple-steering joints: grease (except TR4A-TR6 trunnions, which use 90 E.P. - see notes at end of this article).

SPITFIRE - steering rack: grease steering joints: 90 E.P. on trunnions, grease elsewhere

Supplemental notes for TR4A - TR6:

With the change in trunion design introduced with the TR4A, Triumph apparently intended to change the lubrication requirement from grease to oil. The TR4A Owner's Manual specifies oil, but the TR5 Workshop Manual Supplement, TR250 and 1969 TR6 Owner's Manuals specify grease. TR6 Owner's Manuals from 1970 specify oil. Triumph became aware of the confusion they had created, and in 1972 issued a Technical Service Bulletin stating that all then currently produced Triumph cars should use oil in their trunnions.

SAE 140 GEAR OIL

225-310
\$5.10 (quart Bottle)

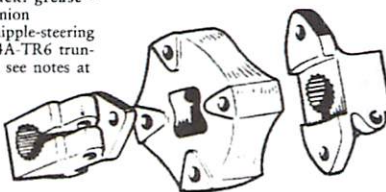


OIL/
GREASE GUN
386-710 \$29.95

INSTALLING STEERING COUPLERS

The rubber steering couplers used in Triumphs and Jaguars (Moss part # 667-390) are notoriously frustrating to install, as their hole spacing is larger than the hole spacing on the parts to which they mount. This is a design feature to ensure that when installed, the rubber is slightly compressed, thereby avoiding the possibility of looseness.

A quick and easy way to install these is to put a hose clamp around them, tightened to the point where the holes in the coupler match the holes on the steering column attachments. The mounting bolts are then easily inserted, after which the hose clamp should be removed. (If you do not have a 4" hose clamp handy, open up two smaller ones and join them together.)



KEN RICHARDSON- FORTY YEARS ON

This year marks the 40th anniversary of Mr. Ken Richardson's appointment to the Standard Motor Company's Triumph Competitions Department. His career at Standard Motors began in the autumn of 1952 when he was invited by Sir John Black, the Chairman of the company to assist in research and development. Previously Ken had spent some twenty years in developing and testing single seater racing vehicles including the famous E.R.A. cars and the notorious 200 MPH V16 B.R.M. Grand Prix cars - a project incidentally, the Standard Motor Company assisted in sponsoring.

Ken's appointment and role was to develop Standard's sports cars. His first glimpse of the TR was at the 1952 motor show held at Earls Court in London. He was pleased neither by the design or its general appearance but withheld final judgment until he could personally road test it. Several days later at a formal Press Day held at the Banner Lane factory in Coventry, he was able to test the new prototype. After driving the car on the local roads around the factory he returned to Sir John who asked him what he thought of the car. Ken then issued his timeless remark, "I think this is the most b****y awful car I've ever driven, it's a death trap and ought to be scrapped!"

He went on to indicate that due to inherent design flaws in the suspension geometry and drive line system, problems would occur at high speed and the car would be unworthy of its racing heritage. As there was no one in the Standard Motor Company (at that time) who could match the wisdom of Ken's experience, Sir John took his sage advice quite seriously and ordered the engineers to redesign the chassis based on Ken's report.

Some eight weeks later, after a round the clock effort, the first TR2 was born with Ken having had integral input into its design. Several months later in May 1953, Ken strapped himself into the prototype TR2, MVC 575 and drove it at 124.095 MPH on the Jabbeke autostrada in Belgium.

In 1954 the Triumph Competition Department was born under the directorship of Ken and the rest is history.

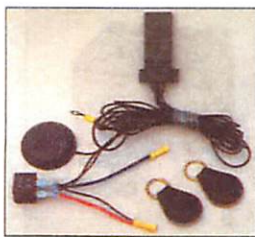
Dr. Mordy Dunst.

(As a sidenote here, Mordy was recently the recipient of the 1994 Moss "Digger Davitt Memorial" trophy awarded at Triumphfest each year, to the Triumph Enthusiast of the Year. Mordy not only races Triumphs throughout the southwest, but has also raised large sums of money for his "Triumph over Cancer" charity campaign, through the City of Hope hospital in Los Angeles, where Mordy is a senior physician).



NEMESIS

In an age of high-technology thieves you need higher technology to stop them. The NEMESIS system uses transponder technology which cannot be beaten by scanners or code-grabbing systems. A window-smashing, slidehammer wielding, hot wiring expert won't get far either when after starting your car some critical electrical component (electric fuel pump, ignition coil, ignition circuit, etc.) ceases to function after 5-8 seconds. Present your NEMESIS key fob to a hidden antenna, and its self-powered transponder gives a unique code which allows your electrical system to function normally.



FEATURES:

- Small size unit easily hidden
 - Antenna unit with 12' of cord installs under carpet, behind door panel, etc.
 - Transponder technology with unbreakable code
 - Completely passive, does not need to be armed
 - Draws power only when the car is running
 - Allows normal function for 5-8 seconds then cuts power
 - Forces thief to "troubleshoot" your electrical system
 - Valet mode, no visible lights or switches
- 900-730 NEMESIS \$224.95

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator

What do you get if you mix the following? A hundred gallons of gas, 80 gallons of fresh water, 28 gallons of LPG, six big Michelin 8R X 19.5 XZA, Bach or Brubeck on the stereo tape deck, a gross vehicle weight of some eight tons, and a six foot Union Jack! All this traveling down the road at 60 miles an hour?

That's correct!-the new Moss Motors "Mossmobile" RV which has just completed 11,000 miles attending British car events with the Moss Roadshow all across the country. Lots of you who met



A trio of Land Rover conversions

with us commented on how great the rig looked, and at many of the meetings the RV was the center of the action and attracted lots of attention.

And the attention didn't come from just British car owners! Who was the driver of the BMW who opened his sun roof to wave at us as he sped by? Who were the people in Virginia driving the Mercury who held up copies of "Moss Motoring" and honked their horn? We often get a wave or a toot from people driving British sports cars but these acknowledgments were just a little bit different.

How about this? Rounding a bend we could see construction up ahead with a flag person controlling the traffic. The line of cars in front of us were all allowed



Triumphs pose in downtown Davenport, Iowa.

to go through, but as we approached, the "stop" sign suddenly was turned round against us! I was not thrilled I'll tell you to have to bring the coach to a standstill. The young lady holding the sign approached the driver's side window. "I'm sorry-but I saw you coming round the bend way back, and just had to stop you and tell you what marvelous service I get from Moss in respect of my Sprite!" What can you say? Then there was the owner to the KOA campground in Fort Scott in Kansas. As we

pulled in he was beside himself and I knew why, because we'd spotted the MG TF under the car cover as we entered the gate! Another evening spent talking cars and parts and brakes with an enthusiast who was also a Moss

customer! And this chap had suffered tremendous flooding of his site and loss of income, but still remained cheerful and a true enthusiast

Some of the locations of the meets were unusual too! There's no way you can get an 11 foot tall RV up to the ninth floor of a multi story car park, which is where the concours at the Austin Healey Conclave in Atlanta was held! And how about closing off the whole of the old, historic downtown area of Davenport, in Iowa, to hold a car show? Frank Ege's team at 'Quadfest 94' did just that and attracted non-car people who were thrilled at the sight of British classics filling the streets on the banks of the Mississippi. Beautiful Eureka Springs in Arkansas was another highlight stop on our tour where we attended the GOF Central.

So despite hail, humidity, tornadoes, floods and everything else that Mother Nature threw at us this past year, we for our part enjoyed every minute of bringing a little bit of Moss to your part of the world. We thank you for your warm welcomes, and look forward to being out with you again in 1995.

....Now to a few answers to

your questions.

"Did you bring any parts with you on board the Moss mobile"?! My answer invariably is "What would you bring?" With the vast number of parts we hold in stock at our two locations, and bearing in mind that we attend not just single marque shows, would you



The TF of Jack Jaro at Fort Scott KOA, Kansas

bring a fender for a big Healey?-or a tail light for a Midget?-or a windscreen wiper blade for a TR6? It's impossible to cater for unknown demand even if we had the room!

"Do you have a cellular phone on board?" No! "Do you have a fax with you?" No! But we do have, and have been asked for- Hammer, Nails, Adhesive Tape, Paper Clips, Pens, Staples, Stop watches, Public address systems, and a thousand other things! You can at least ask.....

"Do you have anything for Singers/Lotus/Minis/Morgans etc.etc.?"



Mighty Morris Minors at Portland

Well, not specifically, but a lot of the parts we do stock are generic to, and fit, many British cars of the period, especially the Lucas items. So if you know the original part number, or have a crossover to a Moss number we might be able to help.

THE MOSS CLUB SUPPORT SCHEME-1995

Once again for next year, we are delighted to extend our offer of support, to clubs who are on our database. Those already on the Moss list benefit from special offers, donations to events, and a perpetual 10% off for faxed or written orders when placed, mentioning the name of the club. If your club is not already listed then please advise us,

Continued on page 15

Festival

Continued from page 4

probably need to think seriously about a Mini. Two of the four classes in the GTE Slalom, run through the village streets of Buellton on Saturday afternoon, were won by these very agile machines. Scott Crawford in a Mini Cooper, with a time of 40:501, had the fastest time of the day and was the Class B winner.

John Corbin's TR3 was clocked by our computer at 42:193 for second fastest time of the day and the Class C win.

Class D with 19 MGs, an XKE, a Jensen and a TR6 was won by Tim Reese's "B" with a four second margin over the second placed XKE of Don Greene. Winning time for the Class was 48:523.

Third fastest for the day, Graham Reid in an Austin Mini(modified), hurled his car through a sea of pylons at 42:253 for the Class E win.

It's difficult to practice balancing your car on a teeter-totter at home. But several of our Funkhana participants have vowed to return next year as expert shooters with the water cannon! Driving a gymkhana on grass with a paper bag over your head also requires some practice- but you'll have to come to the '95 event to see how all this comes together. Rod Gansen for the men, and Paula Wheeler for the women, put together the best aggregate scores to win this year.

Young David Harris of Santa Barbara was our Pinewood Derby champ. He was joined by kids of all sizes and ages in activities that included Pinatas, tours to see the various animals that inhabit the Farm and one rather interesting melee that involved kids searching for a sizable number of coins in a small haystack.

....All the children's activities and the afternoon Line Dance classes were handled, with an amazing amount of energy, by Donna Cooper. Donna trains all year for this weekend by supervising our Customer Relations Division with the same enthusiasm.

Don't forget to plan your '95 Festival weekend to include the Survivors Car Show on Sunday morning. We know some of you have a long way to travel but this is the last chance we have to get everyone together for those great pictures, tall stories, a good brunch and good-bys.

Tony and Debbie Ardelino and their very special MGTG drove home with the prize crockery from the Survivors show.

Harry Haigh, the entrepreneurial spirit behind the British Car Festival promises us new gastronomic delights and a few other surprises for our '95 gathering. The Shepherds Pies, Bangers, and Pasties were a nice touch Harry!

Your comments, some of them in great detail, have helped us to do a better job each year and if you haven't returned your questionnaire it's still not too late.

It goes without saying that a great many people, companies and organizations contribute to the eventual success of an event this size. Moss is proud to have, among others, the continued support of Armorall, Castrol, GTE, Novus, The Santa Barbara County Vintners Association, The City of Buellton, The Ramada Windmill Inn of Buellton and Robbins Auto Top Co.

As soon as you have the opportunity to make your plans for next summer please call 1-800-235-6953 and we'll put you on the list for a Moss British Car Festival '95 registration form.

Remember, Club "Gaggles" will be welcome.

Happy Holidays, and we look forward to seeing you next Summer!

Mity Mite Arc Welder



Designed for the home workshop, the Mity Mite is a powerful little tool that will make short work of those repairs that have been so frustrating in the past. Projects that you may have farmed out in the past (expensive!) can now be handled quickly and safely in your home shop. Its size and convenience make it ideal for body panel repair.

FEATURES:

- Double insulation for added safety
- Molded Plastic, scratch resistant, rust proof case
- Handles up to 3/32" diameter mild steel electrodes
- Welds metal up to 3/16" thick
- Uses standard 120 Volt household current.
- One year warranty
- Permanently attached cables
- Instructional Video Tape



ACCESSORIES INCLUDED: 386-240 \$143.50

- Hand held face mask
- Electrode holder and ground clamp
- Detailed owners manual
- Chipping tool and brush

MOSS

The Most Comprehensive Listing of British Events Anywhere!

We thought we might list the major events taking place in 1995 that we have been advised of to date. This will enable you to plan your vacation (or sick days!) to attend one or more of the great meetings planned for next year.

Most of these happening are put together by voluntary workers from the various clubs throughout the country, and their hard work is rewarded by your support. Make an effort to get out and about during 1995, and don't forget to take your British classic along with you!

If you would like to list an event in Moss Motoring, please send a short description of the event including contact name and telephone number. We will list as many as there is available space. Send your entries to: "Moss Motoring Events Calendar" 400 Rutherford Street, Goleta, CA 93117. Our next deadline will be January 6th 1995. (Note: Events are submitted by club members. Moss Motors cannot be held responsible for accuracy. Please confirm all events by telephone prior to departure for the event.)

FORTHCOMING 1995 EVENTS

May 5-7th. Gathering of the Faithful. Texas. (817) 478-6859.

May 12-13th. British Car Gathering. Townsend. TN. (615)984-8711.

May 21st. Annual British Car Day. Ventura. CA.(805)644-6211.

May 26-29th. Austin Healey West Coast Meet. Pismo Beach CA. (714) 968-5416.

June 10-11th. Rallye of Glenwood Springs Co. (303) 420-2812

June 21-25th. NEMGTR Gathering of the Faithful. Plymouth.MA.

Write: Drawer 220 Oneonta. NY 13820.

June 26-30th. National MGB Register Convention. Lake Tahoe.

1-800-NAMGBR-1

July 10-16th. GOF Central, Galesburg, IL (708) 425-6288

JULY 14-16TH. Third Annual Moss Festival. Santa Ynez, CA

1-800-235-6953.

July 12-16th.GOF West. Ventura. CA. (805) 969-0548.

July 17-20th. Austin Healey Conclave. Quebec. Canada. (514) 697-1846

August 15-18th.North American MGA Register GT. Lansing. MI.

(517)694-4856.

August 18-19th. University Motors MG Summer Party, Grand Rapids. MI. (616) 682-0800.

August 19th.Monterey Historic Races. Laguna Seca. CA (408)648-5111.

August 20th.Pebble Beach Concours. Pebble Beach.CA. (408) 659-0663.

Sept.1-2-3rd.Portland All British Field Meet.OR. (503) 244-2296

Sept 6-10th. NEMGTR Gathering of the Faithful. Lake Placid. NY.

Write: Drawer 220. Oneonta NY 13820.

Sept 30th.MGs on the Rocks. Baltimore. MD. (410)882-6896

Oct. 6-8th. Triumphest '95. Palm Springs. CA. (714)978-0101.

THE 1994 "MOSS MOTORING" JOURNALISM AWARDS

Faced with a veritable stack of club publications, our judges will now spend the rest of the year poring over each one trying to determine the winners in our Journalism awards!

It will be no easy task, I can assure you! The standard of the entries has risen dramatically since we last ran the contest, no doubt due to the advances made in desk top publication techniques. However our panel of esteemed judges will produce a verdict for the Spring issue of "Moss Motoring"-and there will be no appeals

Assisting the Editor of "Moss Motoring" will be Barbara Davis manager of the graphics production house which produces "M.M.", also our senior motoring scribe, Harry Newton, has agreed to come up for lunch one day and help sort the entries out! Robert Goldman our Corporate Marketing Manager, Mike Chaput our enthusiastic Sales Manager, plus Jamie Pfeifer our Art & Advertising associate will comprise the panel.

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, or the individual nominated by the club.

Thank you again to all who submitted entries and we wish you the very best of luck!

ANSWER TO OUR SUMMER MYSTERY CAR CONTEST



Can you identify this car?

Thanks to all who had a go at our mystery car contest in the Fall issue of "Moss Motoring". We had answers from as far apart as Ecuador and England (where the car was manufactured,) in addition to a large response from the United States. Among correct entries, Paul Sebring was right, and John Kalben from Seattle also got it correct. Mr Gaffney from Long Beach even added the information that the car had plywood floors!

And what was it? Well the car in question was a 1960 Fairthorpe Electron Minor, owned by Fred Maine of Ventura CA.

This was Faithorpe's first sports car introduced in 1957, and was sold in kit form with a Standard 10 engine. It's appearance altered only slightly in the 16

years it was produced but at various times had different size Triumph power units, and the last few used the GT6 chassis. The winner of our contest therefore, drawn at random from all the correct entries is: JACK. M. BRODISKE of New Lenox, IL. who will receive in the mail a Moss gift certificate.

.....and now for something completely different from the little Fairthorpe. The photograph shows a car of international fame, and if you can identify it correctly you stand a chance of winning a valuable gift certificate after we put all the correct answers in a hat and draw a winner! Send your answers on a postcard only please to:

Winter Mystery Car

Competition.
"Moss Motoring"
400 Rutherford Street,
Goleta, CA 93117

Answers must be received by January 6th 1995.

Through the Windscreen

Continued from page 14

marking the envelope "Club Coordinator".

Again we remind you that we need six weeks notice of events for which you need our support, and only one request per club, per year please! You'll find some of the major events for 1995 listed in our events calendar above.

SAND IN YOUR SHOES?

Another new club has been formed following our feature on organising a club in the Summer edition of Moss Motoring! This one is out in the Mojave Desert and is appropriately titled:

The High Desert British Car Club. President John Hed says the club goals are mainly social activities, and all British cars are welcome. If you live in the area please contact him at:

709 Cottonwood Drive,
Ridgecrest, CA 93555.

MOSS MOTORING 1994 PHOTOGRAPHIC COMPETITION

This years contest is now closed and we thank the hundreds of you who submitted entries. You really do a great job with your cameras out there and the final judging will not be easy for our assembled team of experts. We'll bring you the full results and all the winners in our Spring issue of "Moss Motoring", and again thank you for your enthusiastic support!

MGA Fender Bolt Kits

Each of these kits contains all bolts and lockwashers required to mount both fenders to the rest of the body. Bolts have the correct "Linread" headstamp. If you are restoring an MGA, these should definitely be on your "must" list!

Front Kit 321-900 \$24.95

Rear Kit 321-905 \$18.50



Mail Orders:
 MOSS MOTORS, LTD.
 7200 Hollister Avenue
 P.O. Box 847
 Goleta, California 93116

Payment:
 We accept Visa, Mastercard, Discover, or we can ship COD. (CODs and checks over \$400.00 require cash or Certified Check). Mail orders can be accompanied by check or money order, although personal check may delay shipment. Ordering, pricing, shipping and other procedures are in our New Product/Price Update.

Counter Hours:
 Goleta, CA Dover, NJ
 Mon.-Fri. 8 am-5pm PST Mon.-Fri. 9 am-6pm EST
 Saturday 9am-4pm PST Saturday 9am-4pm EST

Make your visit count! Please call ahead for stock checks when picking up parts at our Goleta, CA (800-235-6954) or Dover, NJ (210-361-9358) showrooms.

MOSS MOTORS, LTD.
 Western Warehouse & Sales Counter
 7200 Hollister Avenue • Goleta, CA 93117
 Eastern Warehouse & Sales Counter
 Hamilton Business Park, #4A, Dover, NJ 07801

David Marshall - Please Ask
 ADDRESS CORRECTION REQUESTED
MOSS
 MOSS MOTORS, LTD.
 7200 HOLLISTER AVENUE
 P.O. BOX 847, GOLETA, CA 93116

BULK RATE
 U.S. POSTAGE
 PAID
 PERMIT NO. 2377
 Los Angeles
 CALIFORNIA

**We're as close
 as next door!**



Convenient Sales Hours

WESTERN	MOUNTAIN	CENTRAL	EASTERN
Mon.-Fri. 6am to 7pm Sat.-Sun. 7am to 4pm	Mon.-Fri. 7am to 8pm Sat.-Sun. 8am to 5pm	Mon.-Fri. 8am to 9pm Sat.-Sun. 9am to 6pm	Mon.-Fri. 9am to 10pm Sat.-Sun. 10am to 7pm

1-800-MOSS-USA



Direct Order Hotline, USA & Canada

Dial right into our salesroom to speak to one of our sales advisors about orders, catalogs, parts inquiries and returns. If you wish to speak with your regular salesperson, dial 1-800-235-6954 and dial his or her extension at the prompt.

Customer Service Hours

Have a question on a previously placed order? Please call our Customer Service department, on our new toll-free number, for prompt attention.



WESTERN	MOUNTAIN	CENTRAL	EASTERN
M-F 7am to 5pm	M-F 8am to 6pm	M-F 9am to 7pm	M-F 10am to 8pm

1-800-235-6953

Customer Service, USA & Canada
 (Previously Placed Orders and Backorder Status Inquiries)

Fastest shipping in the biz!



805-968-1041
 (All Overseas Calls)

805-968-6910
 (24 Hour Ordering Fax)

MOSS MOTORING

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



In This Issue

MOSS

- Collier Cup1
- Accessory Nostalgia3
- Moss Festival News4
- Triumph Viewpoint5
- A Tale of Courage6
- Double Clutching8
- MG Viewpoint9
- Healey Viewpoint11

Plus Much More!

