

MOSS MOTORING

Serving British Sports Car Enthusiasts Since 1948 • Our 12th Year of Publication • Fall 1995

Scene & Heard

We recently read with amazement that a company in England is building 'new' 1970 MGs and selling them to Japan! New British Motor Heritage bodysells are used with all new suspension, steering and electrical parts. The engines, gearboxes, and rear axles are completely rebuilt from original MGB parts. Such a 'new' MGB sells for around \$22,000!

Now in view of the recent furor in the USA over a so-called automotive trade war with Japan, we wondered how this small British company, BCI, could be having so much success in the far East, until we realized that unlike Detroit, they were catering to customer demand and building *right hand drive* cars!

SEARCH FOR SEBRING "STUFF"!

Peter Browning, the former Competitions Manager at BMC (and later British Leyland), recently contacted us seeking information for a new book he is writing on the works MGs. In particular Peter is seeking information on any of the MG works drivers who took to the track at Sebring in the late '50s and early '60s in their MGAs and MGs.

If any of our readers have any information or memories they can provide, photographs or programs they would be prepared to loan Peter would they please write in the first instance to the Editor of "Moss Motoring". In particular any information on Jim Parkinson and Jack Flaherty who campaigned MGAs and MGs very successfully from 1959 through 1964 would be especially welcome.

"LOFTY" ENGLAND — Mr. Jaguar Passes On

We report with sadness the passing of Frank Wilton England, universally known as "Lofty" due to his height, at his home in Austria.

Prior to World War II, Lofty was initially an apprentice at Daimler and then became a racing mechanic to such famous names as Seaman, Whitney-Straight, Prince Bira and Sir Henry Birkin. After service in the Royal Air Force as the pilot of Lancaster bombers, he made his way to Jaguar first as Service Manager and later as Competitions Manager where he was the key man behind Jaguar's famous Le Mans winners.

Lofty eventually rose to become Chairman of Jaguar, a post from which he retired in 1974. He remained a faithful Jaguar man even in retirement and his passing leaves the classic motoring world that much the poorer. Lofty was 83 upon his death.

LARGEST MG MEET IN US HISTORY!

We don't think it's too soon to mention one of the biggest events to happen in 1996 at Indianapolis where "MG '96" will be staged from June 26th to June 30th.

Continued on page 4

BEST EVER! IS VERDICT ON 1995 MOSS BRITISH CAR FESTIVAL



Participants pack one of the numerous car corrals on the last day of the Moss British Car Festival.

That's what the attendees at this sun-drenched extravaganza told us as they reluctantly left the beautiful Flag Is Up Farms equestrian center on the final day.

From early on Thursday through to the superb Sunday car show, over 400 participants enjoyed a feast of British car related activity mounted by our Special Projects wizard, Harry Haigh, and his hard-working Moss Crew.

Tents, RVs and other (sometimes primitive!) accommodations were soon filling the lawn of the show site surrounding the stunning display of British automotive machinery that was staged there for everyone's delight. It was during the first two days that we began to see, what I would term the "Breakdown of the Barriers"! People, no matter what make or marque of car they were driving, began to become indistinguishable from each other. To see MGs and Triumphs flash their lights at each other while driving around the lovely countryside of the Santa Ynez Valley, or to witness Healey drivers offering to assist Mini owners with the loan of tools, was encouraging for the British car movement as a whole, and typified the spirit of the occasion.

While some enthusiasts took the opportunity to pay a visit to the Moss Motors facility in Goleta, others were able to order their requirements at

Central Control during the event and have their goods delivered to them on site! Needless to say, the 15% discount on all products ordered during the Festival was well received!

The emphasis was on fun and family fun at that, with Dads taking their kids along on the rally and funkhana, some even letting their offspring do the driving! We saw some real sibling rivalry in the darts tournament which lasted until late in the evening on Saturday.



A popular event once again—the rally.

During the day, the younger element were well looked after while their Moms were taken into the quaint Danish enclave of Solvang from whence they returned bearing famous brand name shopping bags! The kids, meanwhile, were busily engaged in running the

Pinewood Derby races or were being taken around the ranch on one of the many hayrides which made tours during the event. Several Moss customers were also able to participate in a focus group led by our VP of Finance, Roger Adcock, at which an interchange of ideas and suggestions to make customer relations even smoother were discussed.

Cleaned up, after supper, everyone repaired to the giant marquee where a live country and western band entertained until the day was over.

The road rally was a real "tester" and required consummate skill to successfully complete this well thought out T.S.D. event, sponsored by Castrol, within the required parameters. Each contestant sported a Monte Carlo-style rally plate on the front of their car and several of the more serious vehicles were equipped with state of the art timing machinery such as Halda. Our thanks are due here to all who assisted in tining, marshaling, etc. on this well received aspect of the Festival.

Equally enjoyable was the "Wine Country" rally where drivers and their partners visited some of the famous Santa Ynez wineries. The winners received their reward in taking home some of the world famous products from these masters of the grape!

Continued on page 3

"BRITFEST '95"—GREAT SHOWING AT MOSS' EAST COAST FACILITY IN NEW JERSEY

The British car show season in the northeast got away to a great start in April, with this annual event, sponsored by Moss Motors and the MG Car Club Central Jersey Centre. According to Richard Miller, the club's Vice President, it was the largest show in the event's 10 year history, with nearly 200 cars participating.

A wide variety of British marques were seen with the usual clutch of Triumphs, Healeys, almost every model of MG, and for the first time, Daimler. In fact, the beautiful Daimler SP250 shown at right took home a well deserved Best of Show Award as judged by the popular vote.

Kurt Nagl and myself traveled up from Baltimore to represent our club, the MGs of Baltimore. This was my longest trip to date in an MGA and Kurt kindly let me drive most of the way. I must say the MGA handled much like an MGB except for the gearbox, which I found to be a little stiff. Also the brake

and gas pedals are a bit too close, but if you angle your foot just right it's no problem. Our total round trip was 385 miles.

The weather for "Britfest" was wonderful with temperatures in the upper 70s and sunny. This helped to attract over 850 walk-in spectators which made for a busy day for the 42 vendors at the show, selling everything from V8 conversions for the MGB to model cars and hamburgers!

Prior to the presentation of the awards at 3 pm, Moss Motors handed out door prizes to the show's partici-



pants. Our thanks to Joe Capela and his staff at Moss. All in all, this is one show I feel shouldn't be missed if you want to start off your British Motoring Season right! Will we see you next year?

—Richard G. Liddick

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Contributions Invited

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

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400 Rutherford Street
Goleta, California 93117

We can accept contributions, typewritten, 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.

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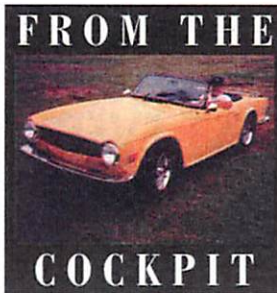
Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000, Jaguar XK120-150 and Miata.

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

"On a dark desert highway, cool wind in my hair"...or words to that effect entered my mind as we skimmed the interstate after dark in the MG. Top down, warm breeze and everything was right with the world. Or was it? The previous day I had heard about the terrible Oklahoma City bombing and knowing that their local British car show was due to be held shortly after the tragedy, wondered if they would go ahead with their plans in the light of what had happened. (I'm delighted to inform readers that they did hold the event—and it was a great success!)

The thought occurred to me that with all the problems in this country, never mind the World, we can still retreat to the world of British cars, not just the sports cars, but any British car. Just to get away from it all for a few hours of shifting up and down, listening to the exhaust note, watching the countryside flash by or even getting outside and "tinkering" with our British classic for an hour or so, makes a welcome break from all the troubles that surround us today.

So, as we sped across the Mojave Desert I pondered how lucky we are



Your Editor tries on a TR6.

that we have such a splendid, wholesome, hobby to shut out the trials and tribulations of everyday life—at least for a time. At the same time I thought about those less fortunate than ourselves who for various reasons have had to forego the pleasures we experience. The people who lost their cars in floods or earthquakes and those who may be denied the pleasure due to service in the forces, at home or abroad, protecting

our freedom. Even British car enthusiasts who are incarcerated in a state or local prison (yes, we frequently get letters from them, in fact there's a couple in this issue telling us how they dream of the day when they can get behind the wheel of their MG, Triumph or whatever, once again!). Only the other day I had a letter from a gentleman suffering from a terminal illness, in which he said that through these pages and those of other British car oriented publications he was able to relive his youthful memories behind the wheel of that "Little Red Demon!"

So my request to you is, during this winter think sometimes about the pleasure we get from just being British car enthusiasts, sharing friendships, information and above all being able to enjoy our unique and esoteric pastime in the wonderful company of other like-minded folks. At the same time, spare a thought for those who for various reasons are not so lucky as we are.

It's like a religion really, in which... "You can check out any time you like, but you can never leave!" (With apologies to the Eagles!)

—Ken Smith

Dear Editor...

I am enclosing a photograph of my Daimler SP250 which was voted Best of Show at the "Britfest '95" event held at your East Coast facility in April. We were very honored to have been selected over the magnificent array of MGs, Triumphs, Healeys and other fine British cars on display. I owned the car from 1969 to 1974 and was a customer of yours then. In 1991 I repurchased the Daimler from the fellow I had sold it to in 1974 and proceeded to undertake a complete body-off restoration.

I don't expect Moss will be rushing to publish an SP250 catalog in the near future, but I wanted you to know that the restoration of this vehicle would have been a lot more difficult without your help. The headlights, reflectors, lenses, flashers, solenoid, fuse box, coil and complete front end parts came from Moss Motors along with many other items. In addition, your staff has always been most helpful in researching and cross referencing parts for my car.

All I met at Dover were delightful folks, your warehouse staff were most gracious and this together with your co-hosts the MG Car Club, Central Jersey, made the trip from Maine well worth the effort.

Barry B. Flynn
Biddeford Pool, ME

(A full report on Britfest is on page 1, as is a shot of Barry's SP250.—Ed.)

I was interested to read the feature by Bruce Wyckoff on Midget GTs in the summer issue of *Moss Motoring*. As of September 1992, I was in contact with the Vintage Sports Car Garage, where a Mr. Booty told me they had the back and front molds for the Jacobs Midget conversion and could make a body or bonnet to special order. These would of course be fiberglass.

He said that if enough demand was forthcoming they could go into volume production. However, prices would not be cheap, the rear end molding coming at around \$800 and the bonnet around \$500 all ex-works.

The Midget GT conversion was a pretty little car and it is estimated there were about 350 cars converted.

John E. Atkinson
Toledo, OH

I don't even own a car yet, but I plan on getting a Triumph in the next year or two.

Sometimes I come across an old copy of *Moss Motoring* in the trash and I read all of it especially the technical stuff. Why don't you collect all the Tech Tips and technical articles and put them all in one book? Seems like it would be valuable to anyone with a British sports car.

"Sorry, I can't give you my name or address"

(This letter came from a Department of Corrections Facility, back east. If the writer (or maybe a relative) would contact us, we'll insure that he/she receives regular copies of *Moss Motoring* and will not have to dig in the trash! We do have plans to publish the technical stuff in book form—when we have time!—Ed.)

I have just finished reading the article by Mark Dixon on the TR7 in the summer issue of *Moss Motoring*, and was glad to see the positive light in which he placed the car.

It was around 1980 when I remember seeing a "7" for the first time. This was during my high school years and being very impressionable—impressed I was! The car was such a radical departure from anything I had ever seen in Oklahoma and I believe that it is only the "old school" car enthusiasts who shun the TR7 because of this departure. British Leyland certainly brought the car into the '70s with the radical design.

Now, all these years later, my wife and I are the very proud owners of a '79 TR7 'Limited' showing 64K miles on the clock.

The car was stored in 1987 after being traded, and was sold to me by a farmer in Virginia whose sons wished to install a V8 in the Triumph. Thankfully, the boys lost interest and turned their attention to monster trucks!

The car needs head and valve work but otherwise seems drivable. I say "seems" because I will not even start the car until it has been disassembled and restored! We are guessing about 18 months for the restoration and upgrade.

For those people still considering if one of these wonderful cars is right for you, go and purchase a new convertible, pay your new car tax, ante up that new car insurance and weigh all that against my \$350 'trophy', plus about another three thousand dollars to make it immortal and you will start looking in your Sunday paper next week!

We have excellent sources for OEM and NOS parts and you can do a lot of

the rebuild yourself. For those who are a little wrench shy, check around for a local shop that rebuilds British sports cars. In any event build one for your family today! Happy motoring!

Anonymous

(British car enthusiasts are everywhere! The reason the writer remains anonymous is that this letter also came from a Department of Corrections facility, but the writer will still receive his Moss Gift Certificate for use when he can start his rebuild of the TR7!—Ed.)

My prayers were answered by the last issue of *Moss Motoring*! I had just finished a street restoration of my '67 Austin-Healey Sprite and the last item I needed was an unbroken steering wheel. Agonizing between repairing mine again, or installing a Moto-Lita, what should I discover in the Summer issue of *Moss Motoring* but the answer to my problem—new steering wheels!

Yes, '64 to '67 is the run of these wheels with a larger splined hole than all the later Sprites and Midgets, an item nearly impossible to find undamaged on the used parts market.

So please, send me one 453-865, pronto!—and thanks to Moss for continuing to make and market these obsolete parts for our old, cherished sports cars!

Ron Phillips



GET A MIATA?

If you, your spouse, your friends, relatives or neighbors own a Mazda Miata, we have recently published our second edition Miata catalog. Filled with items to improve and modify Mazda's modern "British" sports car, the Miata Mania Accessories catalog is an ideal source for gift ideas. Ask for catalog #MCC-02.

OOPS...SORRY! DEPARTMENT

We missed giving credit for two excellent photographs in our Summer, 1995 issue. The shot of the yellow TR on page five was from John and Janice Percival up there in Burnaby, BC, Canada. The photo of two Triumphs on page four, showed the cars of Troy Tinsley and Al Davies of the New Mexico Triumph Club.

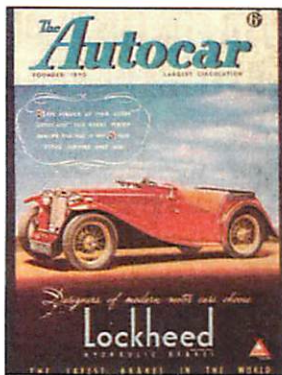
At Full Chat

BY HARRY NEWTON

Recently, when I was asked for a description of the MG TC's place in automotive history, a response was easy. "If it weren't for this car I would probably be in a different line of work".

No other car could have captured the American market the way this jaunty sportster did right after World War II. GIs returning from Europe introduced these British machines to enthusiasts on this side of the "pond". Then formal distribution commenced through a network of distributors and dealers who were themselves enthusiasts. (*Of whom Al Moss was one!*—Ed.) The TC was priced right, around \$2,000, and its performance, while ridiculously slow by 1990's standards, was sprightly when compared with our cumbersome and slow revving automotive offerings at the time. Today, a family sedan not able to break 10 seconds in a 60 MPH acceleration test is considered a slugger. Those early post-war MGs took at least twice that long to get there...yet, at the time they were considered sporty and fast. MGs in stock form and modified, comprised the nucleus of the early SCCA race fields at Watkins Glen, Bridgehampton, Pebble Beach, and Torrey Pines.

Introduced in 1945 at the Earl's Court Auto Show, the MG TC, a facelift of the pre-war TB, was distinguished by a narrow, squarish, wood framed body with rakish cut-down doors, spidery looking 19" wheels and a fold down windshield to reduce wind resistance. At the front stood a vertical radiator, outlined by a simple yet distinctive shell and separate headlamps. At the rear, a vertical spare wheel and tire were mounted to the slab-sided gas tank. Weather pro-



tection, such as it was, was provided by a folding canvas top and demountable side curtains that were stored behind the seat back. With its louvered hood taking up fully half the car's length, the TC looked as if it was powered by a monster of an engine, and many first time viewers were amazed to find a diminutive four-banger under the bonnet! However, that 1250cc power unit put out 54 bhp at a busy 5250 rpm, and propelled the MG to a maximum speed of about 80 mph.

Just looking at the raw specification makes one wonder what the MG TC offered that made it such a factor in

...the tachometer, rather than the speedometer, was considered the most important of the gauges...

establishing sports cars on these shores. The under-square, three main bearing engine's overhead valve train was actuated by pushrods from a camshaft mounted low in the cast iron block, and the four speed gearbox demanded careful manipulation when shifting up or down. With semi-elliptic leaf springs and friction shock absorbers, the MG's ride can only be described as firm, bordering on harsh, and it didn't take well to rough surfaces, particularly when cornering. All TCs produced were right hand drive, making passing on United States roads a bit dicey! Parking was even more perilous as no bumpers were provided as standard!

Despite the foregoing, the sporty MG TC was a delight, and its fans ascribed positive character to its idiosyncrasies. A raspy exhaust note, coupled with plenty of mechanical engine and gear noise, emphasized that sporty personality. Proper gearchanging required double clutching and involved a technique called "Heel and Toe", which involved the driver's right foot simultaneously on both the accelerator and brake pedals. (A technique recently described in these pages—Ed.)

Best Ever! is Verdict on 1995 Moss British Car Festival

Continued from page 1



Dozens of participants decided to give their driving skills a test in the slalom.

Sunday morning dawned bright, but became a little overcast which was just as well for those who labored to present their car to fullest advantage in the Popular Choice car event. What an event! Row after row of beautiful British machinery included a clutch of DeLoreans and several of the little cars

large and small Healeys. Choosing the winners was a very difficult task, but in the end the People's Choices were just

...the People's Choices were just that, and reflected the high standards apparent...



The winner of the "Best of Show" award.

for which the British automotive industry was renowned in the late '50s and early '60s including Morris Minors, Minis, an Austin A35, even a Morgan 3-wheeler which posed proudly alongside its larger Malvern stablemates!

Then there were the big guns! Superb Jaguars, spectacular Jensen Interceptors, although, as usual by far the largest contingent on the field were the ubiquitous MGs, Triumphs and

that and reflected the high standards apparent in the presentation of all the cars. Everyone seemed delighted when the stunning, sexy Ginetta was chosen as Car of the Show by a select panel of knowledgeable enthusiasts.

The awards ceremony was highlighted by the presentation of two "free round-trip airline tickets to London courtesy of one of our major sponsors, British Airways. Here we must also acknowledge the invaluable support of our other sponsors including Zymol automotive products, GTE Mobilnet, Castrol, and Armorall.

All too soon it was time, after the prize presentation, to say a reluctant farewell to Flag is Up but everyone left vowing to return in 1996 when the fourth Moss British Car Festival promises to be bigger and better than ever! Watch these pages for details and reserve your spot early!

Those who mastered this were disdainful of the inept majority who could not! Similarly, the tachometer, rather than the speedometer, was considered the most important of the gauges that were spread across the instrument panel, and it was accorded a position directly in front of the driver, while the speedometer was directly in front of the passenger. If the indicated rpm fell below 2000, a change down to the next lower gear was in order, and the whippy three bearing crank did not take kindly to being pushed beyond 5000 rpm. Driving a TC required skill and that may not have been one of the car's strongest selling points...it was not everyone's cup of tea!

By 1949, when the TC's successor, the TD, was introduced as a 1950 model, exactly 10,000 TCs had been built, about half of which found their way to this country. These cars are now prized by not only collectors and enthusiasts, but also by vintage racers. Forty years after they were imported to this country, many well preserved and restored TCs have been re-imported to land of their birth—Great Britain! On both sides of the Atlantic, a car restored to prime condition will bring many times its original price with some reported sales in excess of \$30,000!

(Harry is a regular contributor to European Car magazine, which can be seen on the bookstands.—Ed.)



MG TC Battery Cables

Exactly as original, from the split battery connectors to the braid covering on the negative cable, these superb reproductions function perfectly and look absolutely authentic.

Positive Cable (to ground)
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332-045 \$12.95
332-050 \$16.50



MG TC Badge Bar Brackets

New reproductions in cast iron, exactly as original.

L/H Bracket 406-310 \$24.95
R/H Bracket 406-320 \$24.95



MG TC Heavy-Duty Inner Tubes

Racing Bugattis, Alfa Romeos, and your MG TC can have this, at least, in common. We found a source in England for this 450/500 x 19" "HD" tube which is a special competition type developed for use on racing Bugattis, Alfa Romeos, and MGs. Not only do these superior tubes give long lasting security under arduous conditions, they include brass valve stems with period style brass securing nuts for an understated classic appearance that cheaper styles of tubes can't possibly match.

452-785 \$69.95

HOW TO BUILD A BRITISH CAR COLLECTION...(on the cheap!)

Gary Natziger, Wellman, Iowa

I admit to being a scrounger, cheap-skate, skinflint and hand-me-down king! I have shelves of worn out Triumph parts I just can't throw away. Anyone out there need a TR3 brake caliper with a ruined hydraulic fixture, drilled out by a ham fisted machinist? Or a worn out water pump, or...the list goes on.

In the same vein, I have found a way to collect cars that works for me and helps build somewhat of an investment. It goes like this:

I put around 25,000 miles a year on my work car. I had been buying a new car for \$11,000 and driving it for some 125,000 miles before trading, at which I would get around \$1,000 trade in if I was lucky. So for 125,000 miles I pay roughly \$10,000.

Several years ago I found myself looking for a replacement car again and came upon a 4-year-old Nissan with 50K miles for \$3,500. It has amenities such as air conditioning, a stereo and is a comfortable car to drive. I felt I could get at least 100,000 miles out of that Sentra and 100K miles for \$3,500 can't be bad!

I then said to myself, "Self, now you have \$7,500 left to spend." About this time I happened to see a 1974 TR6 for sale for \$375. I was assured the engine and drivetrain were OK and in a leap of faith I took it! I advertised in a statewide newspaper for a TR6 parts car and by uncommon good luck, a grandma had to get rid of the car in her garage as she moved to a nursing home! In the garage was a fine 1969 TR6, rust free with a

tatty interior but very good paint. It had a blown engine and for \$1,200 it was mine to drag away.

A mechanic friend put it all together for \$800 and with a few fixes here and there I now have a 1969 TR6 in very good shape for \$2,375 plus a parts car. I also have \$5,125 left to spend, right? So far I have \$5,875 invested in two running cars and I'm not even close to the \$11,000 target mark as before. I could do this all over again!

One drawback to the plan is that I don't have a shiny new car to drive to work and impress my co-workers. What I do have is a dependable car that I don't feel bad just driving with little maintenance as it's a "slam-the-hood-and-go" type of car. In addition, I have a fun sports car to drive to work on those beautiful Iowa days. When the Triumph is finally finished I can store it and start all over again...maybe an early Spitfire or an MGB GT!

So, I have found that Japanese sedans around 4-5 years old with 50K miles make good work cars. They are reasonably priced and should run to 150,000 miles without major trouble. For me this is a good way to build a British car collection on my salary and lifestyle. By retirement I hope to have a number of cars to choose from for restoration projects. While this collection will not make me independently wealthy, I will do better than the long list of new cars I would have purchased and sold to the salvage yard!

I now have a TR3, a TR6 and a TR4 in parts, and would be glad to hear other readers' views or suggestions on my method.

REMINISCING

Bob Zimmerman

Been to a gas station lately? No, not one of those everything from mulch to pancake syrup gas stations! A real gas station, with real guys inside changing tires and tuning up cars, not jerking the handle on the Slurpee machine!

Chances are you haven't been to one lately. In fact, there's probably some character selling black velvet Elvies (or should that be Elvii?) and feather bedangled roach clips out in front of many of these now closed establishments. I'm afraid that this trend will deprive many high schoolers of an important part of growing up.

I never aspired to be a mechanic. Not that the profession isn't an honorable one. It was just that it was much easier for me to meet ladies (and I use that term loosely!) after screaming a couple of choruses of "I Can't Get No Satisfaction" through a Shure Vocalmaster P.A. system with a Fender bass hanging over my belt buckle. Still,

all of this stardom didn't keep me away from my local Humble station on any given Saturday morning.

Lots of guys drifted through there. We discussed how "BAD" our cars were in every sense of the word. Along with some more cerebral topics like anatomy ("Did you see the..."), economics ("Eddie, loan me five bucks"), politics ("Hey, Clayton's mom looks just like Mamie Eisenhower"), and of course girls ("Did you see the..."). Some of our pals worked there. And the owner, he never seemed to mind a parade of kids buying a dollar's worth of gas and taking up space on the lot. He provided us with the part of our education that was somehow overlooked by our school administrators.

I don't know what came along to replace that experience for the kids of today. It's hard to beat really cleaning a windshield while a girl named Cindy sits in the driver's seat, nervously adjusting her mini-skirt. Now we buy gas from an individual who thinks a distributor is the guy who delivers "Snapple". Such is life!

EVEN FURTHER CONFESSIONS OF A BRITISH IMPORT CAR DEALER

On the subject of, "Ready to bet on it", in the last two issues of Moss Motoring we have talked about a few manipulations that might have taken place during the time (early 1950s through the early 1970s) when a new British car left the assembly line until it reached its final destination, the retail customer. It makes one think twice before making that definitive statement, "Of course my car is absolutely, positively, unquestionably ORIGINAL"...

The real question at hand is, What actually constitutes "Original"? Webster's New World Dictionary gives quite a few definitions, and depending on how an individual interpolates these definitions, could give rise to a whole lot more discussion on this subject. Although any purist will tell you, "If it did not come off the assembly line that way, it is not original!"

So how does the swapping of upholstery, the changeover of wheels, the installation of new aftermarket parts, and mechanical repair of components using makeshift parts (all of which could have been done long before the car is in the hands of the very first

owner) affect your car? Can you still, with confidence, conviction, and proof state, "My car is original.?"

This writer is neither a purist or an expert on what constitutes "Original" in the collector/classic car market, but I do know that what I have written on this subject is true—because I was there when all these types of changes and many more were made! And, they were done for many years before consumerism convinced Manufacturers, Distributors, Dealers and Mechanics to clean up their acts. Today if a car is altered or repaired before it is delivered to a retail customer, the customer has to be made aware of these changes, because it is not as it was when it left the factory.

If Ralph Nader had been born twenty years earlier we might never have had this rendition of "Is your car original?" But then again, would the people buying these cars forty-five years ago give a hoot what was changed as long as it did not interfere with their delivery, if not, Que Sera, Sera!—and only them that knows, really knows!

The Devil's Advocate...
"Imatnosnos"

Scene & Heard

Continued from page 1

The concept behind MG '96 is to bring together for the very first time all the National MG Registers and Associations for a gigantic meet which is expected to draw over a thousand MGs!

We will, of course, be carrying more news of this event as we receive it and Moss Motors will be in attendance at the meet as well the New England MG T Register, the North American MGA Register, the North American MGB Register, the American MGC Register and the American MGB Association. It is planned to include parade laps of the famous Indy 500 "Brickyard" track as part of the celebrations and a banquet is set to be held at the Indianapolis Zoo.

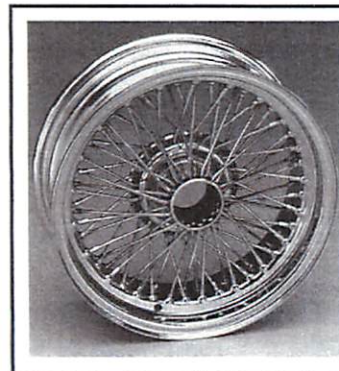
There will be rallies, tours and lots of fun for the whole family.

Many famous names are expected to attend, already confirmed as the guest of the North American MGB Register will be Anders D. Clausager, the renowned British Motor Heritage archivist and author, who has accepted an invitation from the Chairman of the North American MGB Register, Rick Ingram.

Several very special MGs will also be seen at this event and if you require further details about MG '96 they can be obtained from Tom Boscarino, 34 Park Avenue, Asheville, North Carolina 28803.



This fabulous competition version was just one of the many Minis that visited the Moss Festival.



TR6 70-Spoke Wire Wheels

High strength and aggressive high performance appearance are what you get with these "Cobra style" wheels. Center lacing with 14 sets of 5 spokes provides greater strength than stock type wire wheels, while the 5.5" width allows fitting of standard size tires without interference problems, or having the wheels protruding from the wheel arches.

Chrome 455-485 \$389.00
Painted 455-285 \$236.20

TR4A-6 Padded Dash Support Covers



This is the answer for dash support brackets which are in good shape aside from cracked vinyl covering—just recover it with one of these foam-filled injection molded covers. Grain pattern and color are just like the originals, and installation is easy, requiring only contact cement, a sharp knife, and a little patience, none of which is included.

TR4A 633-555
TR6 ('69-'72) 633-575
TR250 633-565
TR6('73-'76) 633-585
\$119.95 each



Triumph INVOLVEMENT

VIEW POINT

ROBERT MORRISON
Ontario, Canada

Could there be a better hobby than this? Now that you have that fine old British sports car, what kind of world has unfolded before you? I must confess that my ownership of a sports car is a manifestation of my reluctance to let go of a cherished part of my youth—to be forever young! That's my aim and I don't care who knows it!

The cherished part of my life that I do not want to relinquish? Those were the weekends spent at roadracing tracks such as Mosport or St. Jovite. Too, it was the warm summer nights of top-down motoring with like-minded friends that we met at the A&W Drive-In. Swell places those drive-ins, but they expected to clip this tray onto your partially rolled down window which was kind of a neat trick with the Mini-Coopers whose windows slid back to front. Even more difficult with the TR3s which not only had no windows but whose doors didn't go all the way up either!

Well, the drive-ins are gone but there's still plenty to do with a sports car. A quick perusal of the events calendar in *Moss Motoring* will amply show that your British sports car need not be a sedentary relic and neither, for that matter, do you! As for myself, I have returned to Mosport and St. Jovite because, thanks to the many vintage racing organizations and sponsorship of certain cars by friends such as Moss Motors, the cars have come back too. So we have it all to do again and though we might age, we need never grow old.

If racing is not your thing then it serves well to remember that sports cars were also rallied, slalomed and just driven on the road for the pure fun of it. Fun and involvement are the operative words here! Join a club, most clubs produce excellent newsletters about things to do with your sports car or, as I said before, read the events calendars on what's happening out there.

Above all DRIVE your sports car! For heavens sake it's got wheels hasn't

it? As Burt Levy once said, "They were built to suck up asphalt not park on it!" In the home where I grew up we had elegant French Provincial furniture on which we were not allowed to sit. Remarkably, it deteriorated (sunlight, etc.) and had to be recovered anyway. Your pristine sports car will rust while it sits, I guarantee it. Are you sometimes afraid you will wear it out?

...the drive-ins are gone but there's still plenty to do with a sports car...

Thanks to Moss Motors, among others, replacement parts for nearly everything are again available, often more readily and cheaper than when the cars were current. You'll never see my Spitfire on a trailer, it's rust free and mechanically sound because I treat it well. It has several features which identify it as a rally car. The rare steel hardtop, stoneguards on the headlamps, authentic Lucas S76 WLR driving lamps, and the factory pencil-beam map light mounted below the Heuer stage-watch

which itself is surrounded by dash plaques which tell of the car's history. (But not as eloquently as the dents in the doors or the stone chips on its nose!)

You can tell I'm proud of this car can't you? Well I'm going to allow the old war-horse its pride too. It will never be restored but maintained religiously and allowed to wear its patina of age with dignity. It will be rallied again, maybe slalomed and as for concours can sit among its more sybaritic kin lest anyone forget the purpose of a sports car. "...but I gear-on-tee cars driven in anger are gonna get a quick five or ten point bonus anytime I'm on the judging. I'll be darned if I'm going to knock off a point for a...stone chip, brake powder haze in the wheels or some oil sweating out of a fitting still warm to the touch. I guess I just have a basic contempt for 'glass case' restorations!" quoting Burt Levy again!

So that's what it's all about folks—*involvement*. Get involved! Moss Motors is involved with its motorsports program and the great events held on both the East and West Coasts. See you there? Use your car and let it enhance the quality of your life!

OIL SPOT TECH AND THE SKINNED KNUCKLE FACTOR

There must be a formula to determine the ratio of oil spot size to the need for fixation. Fixation, that is, meaning fixing the leak. This, as opposed to the more normal fixation which implies starting at an invisible object in the bottom of a beer bottle. Experienced bench racers know that a lot can be accomplished while staring down a bottle.

Hey, I can just imagine fixing that leak, and then going on to a spectacular SCCA National Championship win in my bog stock TR250—all within a few minutes of quality daydream time. However, we're not here to daydream. There's oil on the floor and something's got to be done.

This all got started when my friend Jan asked if I was going to drive my TR250 to a British Car Day. I wanted to go, but the car had developed a troubling oil leak from the back of the cylinder head. Not that I blame her for my problems you understand, Jan has forgotten more than I'll ever know about TR250s. I was looking for a quick fix, but she told me sooner or later I'd wind up removing the head.

Jan is quite practical about such things. When she needed an air filter she didn't just call up and buy one, she went down to the factory, took a tour and applied for a job. No mistakes that way. The filter on her car would be carefully researched and correct for the car. As I mentioned, I'm more inclined to go for the quick fix. It sure would be a lot easier to retorque the head and hope. She laughed knowingly. Upon further pro-

crastination, I did nothing, and wound up driving the Moss Motors TR3 to the show. Problem solved, temporarily!

I drove the TR3 to a second event (still not having fixed the 250) and it too developed an oil leak! An old injury to the sump, welded back to good health, had suffered a relapse. What shall I do? Remove and repair a sump, or a cylinder head. Which job holds the greatest promise of future benefit with the least investment of effort? Let's investigate that formula idea. There must be some way to quantify the problem with a mathematical formula.

Our formula requires hard data, such as oil spot diameter. Now we add the number of unreachable bolts. Then, multiply by a variable. We'll call our variable the Skinned Knuckle Factor. This is arrived at by multiplying the number of rusted solid nuts times .75, then adding the number of unreachable bolts. Finally, we'll divide by a constant. There has to be a constant in there somewhere. The speed of light works for me. If the resulting number is greater than one I'll fix the car.

All right, let's contemplate our results. Oil spot diameter is three inches, plus two unreachable bolts equals five. Four frozen nuts times .75 is three, plus these two unreachable bolts, divided by Albert Einstein...this is getting me nowhere. Of course I can always do nothing and be the

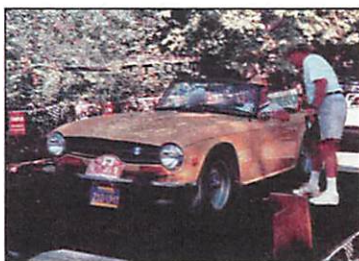
butt of all jokes if I show up at the next meet without a car. To fix the leak or not?

Upon further review, I believe there's another bottle in the fridge. Somewhere down near the bottom, it contains a terrific daydream—an incredible "come-from-behind" win at Indianapolis (in a unique new car of my own design, natch). Perhaps I'll contemplate that instead. There's still plenty of time to think up excuses.

—Klem Kadiddlehoffer



Spitfires at the British Car Festival.



Getting ready to start the rally at the Moss British Car Festival '95.

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 Ashtray Insert

These are brand new, correctly molded reproductions of the often missing or damaged ashtray inserts.

633-405 \$12.95



TR4-6 Spare Tire Covers

Embarrassed by the tatty, cracked and just plain ugly spare tire cover sitting right in the middle of your trunk? Tired of not having a spare tire cover at all, and having to search around and under

the spare for that little item you knew was in the trunk, but couldn't find? Be proud to open your trunk in front of your friends when you have a beautiful new spare tire cover from Moss!

TR4-4A	645-750	\$139.95
TR250	633-810	\$99.95
TR6	633-820	\$74.95

TR2-4A Crankshaft



Brand new forged steel crankshafts are being manufactured by Standard Triumph of India using the original English forging dies. These are even better than the original UK versions, as they use a superior grade of alloy steel.

851-040 \$799.95

PLANNING A MAJOR PROJECT



KURT SCHLEY
Rocky River, OH

A couple of weeks ago, a friend loaned me several books dealing with building and modifying cars. Lots of good advice but there was one outstanding theme which threaded its way through all of the manuals—that theme was Research and Advance Planning! Heavy emphasis was made that the research/plan phase of a major automotive project is at least as important as good workmanship and money. Up front effort in this area can literally spell the difference between success and failure. How many times have we seen in the classifieds, "...75% finished, \$10,000 invested. Sell for \$1000"? This unfortunately frequent occurrence could probably have been avoided with proper advance planning of the undertaking.

So I recommend that prior to beginning a project the following sequence of tasks should be followed:

1. Tap into every available source of information. Books, magazines, newsletters, catalogs, etc. Get in touch with clubs and individual owners of similar cars, whether standard or modified. If you spot an interesting article in a magazine, the owner's name and city are usually included in the article and you can call directory information for the owner's city and get their number to call them. They will be flattered that you went to the effort to track them down, and like most motorheads, they will be more than willing to talk about their car. You might also take a long afternoon to browse through the local library's automotive collection of literature, photocopying any pertinent information.

2. Make a rough draft of all the major facets of the project. Then mentally perform each job, writing down the major components of each operation. Note also what parts and tools will be required for each phase.

3. On paper, build a project flow chart or sequential breakdown of all the tasks, major and minor. Study this carefully so that the progression prevents any backtracking or interference with another task. (i.e. Having to drill a freshly painted inner fender wall in order to install a bracket.) Generate a complete

list of all parts and supplies, their potential source and cost. Also make a list of any tools you will need and which you don't presently own. These will have to be purchased, rented or borrowed!

4. Procure all required parts, purchase tools and instructions and have them to hand *before* they are actually needed. This prevents stalling of the project while waiting for little things like a gasket or a cable.

The above advice is applicable to any major automotive endeavor, whether an engine rebuild, or complete restoration. It is of particular value when contemplating significant custom modifications, as in an MGB V8 conversion. Sadly, I can attest to the vast waste of time and effort which occurs when a well thought out game plan is not established prior to the work beginning.

When I started my own V8 conversion it was with very little knowledge and an "I will solve the problems as they arise" attitude. If I knew then what I do now, having closely studied MGB V8s for the past few years, I could have cut my labor and expenses by 75% and raised the initial quality of the conversion quite a bit.

Another common error is to try and use whatever parts are readily available, even if they are not the best ones for the job. Just because you have a Hupmobile transmission lying in the back shed, don't try and use it in the MG to save costs! This misplaced economy leads to conglomerations such as my Oldsmobile engine, Buick bellhousing, Ford clutch, TR8 flywheel and Omega transmission drivetrain. It works—but only with an inordinate amount of fitting and modification. The wasted time and frayed temper could have been avoided by taking the time to obtain the proper parts in the first place. This applies to tools also!

Take the advice of the experts (not necessarily me!) and also take the time to properly prepare for any major automotive endeavor. It will pay off with a faster completion, less expensive and better crafted end product.

(Kurt is the V8 Registrar of the North American MGB Register and despite what he says above about his expertise—he really does know about V8 conversions!—Ed.)



MGB/MGC Alloy Hoods

Now in stock! Although we advertised these earlier in the year, deliveries were poor, so we were unable to supply these to everyone who wanted them. If you missed out before, now is your chance to get one of

these beautiful alloy hoods made by British Motor Heritage on restored original tooling. MGB roadsters used alloy hoods through 1969, and GTs through 1971, but these will fit all MGBs. The MGC hood also fits MGBs, and has been popular for MGB V-8 conversions, as they provide increased under hood clearance and more aggressive styling.

MGB Hood	457-255	\$399.95
MGC Hood	457-235	\$549.95
MGC Chrome Hood Strip	457-205	\$24.50

MGB OIL PRESSURE

Garth Bagnall

A recent article in *Moss Motoring* about oil pressure in MG motors, I feel, needs some expanding upon. The writer was quite correct to say that frequent oil changes are the key to motor longevity, but this applies to any internal combustion engine in any car! He stated that by increasing your oil pressure you will extend the life of your bearings, and this may well be so, but would be very difficult to prove either way.

Before any change is made to the oil pressure relief valve the gauge should be checked. I fitted a rebuilt temperature/oil gauge to a Midget and had trouble convincing the owner that the pressure was in fact the same as before but her previous gauge had been wrong! (I had checked the new gauge before fitting.)

However, to deal particularly with the MGB 1800 engine, the oil pump fitted to these motors is so under-stressed and over capacity that most of the oil it pumps is going to waste via the pressure relief valve. After extended mileage the plunger and spring may be excessively worn on the diametrical faces and cause fluctuating oil pressure at low engine speeds (under 1000 rpm) but some fluctuation is normal. If this is the case, replace the spring and plunger.

The pressure can be increased by 7 to 10 psi. by fitting a .100" thick spacer (or less if required). If the motor has been suffering from running in dirty oil and the pump is worn enough to require replacing, then the crank and other internal parts will also be worn out and increasing the oil pressure to compensate will only mask the problem and could result in total bearing failure particularly if the car is taken on a long run at highway speeds! I have seen a motor that had two big end bearings failed and spinning in the rod, still have 50 psi at 40 mph, but the resulting damage was severe! If the oil pressure has dropped because of worn bearings then the motor should be rebuilt.

Increasing oil pressure to 70 psi or more can have other effects as well, some of them detrimental. After 18

years of preparing and rebuilding race and road engines in MGBs, I have found that any increase in oil pressure over 70 psi causes rapid wear of the oil pump drive gear and the worm gear on the cam. There were many modifications made to the B-series engine during its production life and I have sorted out the reason for most of them. One modification was to increase the size of the oil feed hole in the pump pinion and the center cam bearing feed hole to the left hand gallery, to help overcome the gear wear problems by allowing more oil to get to it. (Still insufficient!) Also too much oil can cause "bearing wash", which is slushing away the bearing surface. Increased pressure can also cause more rapid wear of the single row timing chain and lower sprocket fitted to 18V engines.

My 1966 MGB GT motor ran 140,000 miles before reconditioning and at this point the crank was still within maker's tolerances. However, the bore had worn .007" and as I wished to go racing I carried out a full rebuild including balancing. When rebuilding I refitted the relief plunger, the spring and the oil pump. The crank was not ground and the car has now covered 185,000 miles including a fair bit of competition in circuit racing. I have never had any bearing failures and the big-end shells were replaced at 68,000, and again when the motor was rebuilt. The oil pressure is still 25 psi idling and 65 psi at 1000 rpm when stinking hot! I add no oil between changes every 3000 miles.

"Tinkerers" can be their own worst enemy. For instance, no plate under the filter on early engines with an element so the oil wasn't going through the filter, short spin-on filters that block off the supply because the filter sits on the anti-drain tube, and in some cases no anti-drain tube at all!

In summary, the MG factory spent millions undertaking development work and racing and if a standard motor is looked after and serviced per the "book" you won't have many problems.

(Garth is the proprietor of Bagnall Motors in New Lynn, Auckland, New Zealand and a valued Moss customer into the bargain!—Ed.)



A fine example of a V8 engined MGB was on hand in Buellton.

MGB 1962-'67 Cowlings

Dress up the dash of your 1962-'67 MGB with these excellent molded black plastic reproduction instrument cluster and steering column cowlings. The two-piece steering column cowl comes with screws for quick and easy installation.

Instrument Cowl	233-790	\$19.95
Steering Column Cowl	233-205	\$28.95



MG

VIEW POINT

THE JOYS OF ATTENDING AN EVENING BRITISH CAR MEETING

JERRY CARROLL

1. Hurry home after work and park your truck by the parts car in the driveway.
2. Run into the house and change clothes. Kiss your daughter good-bye at the piano. Kiss your wife good-bye while you filch the check-book from her purse.
3. Raise the garage door and crank the engine while your son gives the car heart massage (presses on hood and counts!) until it starts.
4. Shut engine off, get out of car and load up some of the parts you hope to trade off at the meeting. Restart car and back out of driveway.
5. Play Jackie Stewart as you charge the curves down the Nantahala Gorge. Verify that the engine will still pull maximum revolutions in third gear as you pass a moving van on one of the few available straights. Become Colin Chapman in the boring parts contemplating your next improvement to the car. Mimic Nigel Shiftright on the four-lane, cursing the hindrance of the Highway Patrol.
6. Pull into Bub's, eyeing the pink Cadillac decor. You have the only British car in the parking lot—but the meeting room is full! All this talk about poor heaters and leaky convertible tops is just an excuse you think, as the feeling comes back into your cold hands.
7. The two hour drive to the meeting has the engine running sweetly and the headlights burning brightly. "Joe Lucas wasn't such a bad guy after all" you think.
8. After the meeting, act nonchalant when everyone waits to see if your car will crank. Wear your gloves on the way home.
9. Twenty miles from home, back in the twisty part of the road following the river, the engine quits...if you weren't going downhill, you wouldn't be moving. There's a business ahead with a night light outside. You coast in and stop on a sheet of ice from the previous day's rain.
10. What's wrong? Lights work, turn them off. Turn the heater switch off. Crank the engine only briefly, it just turns but doesn't fire. Step out of the door and meet the ice. Skate around to the front and lift the hood. Check the spark plug wires and coil wires. Check the fuses. Wiggle all the wires to the fuse block. Skate back to cockpit and try to crank it again. Nothing!
11. Think over all the fabulous stories you've read in *Road & Track*. The fuel pump! Didn't someone once keep a British car going by banging on the bulkhead, behind the seat to jar the sticking contacts and keep the pump working? Turn the key on, pound the bulkhead. "Click! Click! Click!" the pump springs to life!
12. Crank the engine. Skate 'round and lower the hood while it idles. Get in and head for home once again.
13. The instruments aren't working! The tachometer, fuel gauge and temperature gauge have quit. Pull into the Nantahala Outdoor Center (closed!) under another light. Turn the left turn signal on, lift the hood and wiggle lower left wire at the fuse block until the signal starts working.
14. Close the hood, get back in the car, everything works! Head for home.
15. As the engine falters periodically, bash the bulkhead over the fuel pump with your fist.
16. Turn into the driveway as the first snowflakes fall. Your wife is waiting and opens the garage door for you. "I worry so much when you take THAT car," she says. "It ran like the beast it is," you reply!

(The above was inspired by attending the February meeting of the British Car Club of Western North Carolina when Jerry made the two hour drive from Andrews to Asheville in his MGB! And this was for an evening meeting remember!—Ed.)

Many cars at the Festival showed a high level of detail and ranged from the TD at right to the Spridget shown below.



ODE TO MG (May be sung to the tune of Wabash Cannonball)

The British reputation for sports cars clearly stems,
From a small town in the Midlands—Abingdon-on-Thames,
In a tiny MG factory, just an oversized garage,
Came model after model in a near-endless barrage.

The cars were loaded with panache, that's French for 'heart and soul',
For basic transportation was never Kimber's goal.
He built his cars to stop and go, and corner with the best,
Enthusiastic owners soon put them to the test.

Now modern cars outrun them and owners don't complain,
For naught to sixty clockings are simply not germane,
When they factored in the comfort, they factored out the fun,
And that's what MG really means, when all is said and done!

Though a decade now, and more, has passed since the last MG was made,
Their sterling reputation has not begun to fade.
So while we celebrate the marque, let's pause for homage due,
To those dedicated craftsmen—Cecil Kimber and his crew!

Over the years I have restored an MG TD, three MGBs and I am now well into an MGA. None of them could have been done without Moss Motors. Your company truly fills a need! I have penned some verse dedicated to the memory of MG that you might find interesting for Moss Motoring.
—Harry L. Christian, Rialto, CA

(Harry wrote this before the new MGF was announced but I thought you MG aficionados would like it!—Ed.)



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!

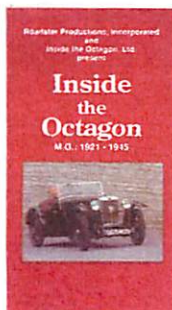
New England MG "T" Register
Drawer 220, Oneonta, NY 13820

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, IL 60611



Inside the Octagon Video

Inside the Octagon is a fascinating portrait of the pre-war MG Car Company presented through interviews and rare archival footage not seen in many years. Experience the quest for the 100 mph "baby car", the thrill and danger of pre-war racing, the family of MG workers, and the development of the most successful British sports car ever built. Included are contemporary interviews with George Eyston with his EX127 "Magic Midget", Jean Kimber Cook, John Thornley, and others. There is also much contemporary footage of pre-war MGs in action in the English countryside. Highly recommended for all lovers of pre-war sports cars. 96 minutes, VHS format.

211-040

\$39.95



MGB 72-Spoke Wire Wheels

Get extra strength, great looks, and more rubber to the road with our 5.5" x 14" 72-spoke heavy duty substitutes for the stock 4.5" x 14" 60-spoke wire wheels. Since these wheels are 1" wider than stock, use with 185/70 x 14" tires is recommended.

Chrome	454-825	\$349.00
Painted	454-815	\$209.00

NEW AND IMPROVED BRITISH TERMINOLOGY QUIZ

A lighthearted look at some popular terms used in connection with your British vehicle!

- The scuttle vent is used when:
 - You wish to sink your British car.
 - You wish to vent your scuttle.
 - You wish to sink your vent.
- An anti-burst lock is:
 - A lock that won't explode when you try to blow it up.
 - A lock that won't open unless you blow it up.
- A draught excluder is:
 - Someone who moved to Canada in the '60s.
 - A new type of ale dispenser.
- Rostyle wheels are:
 - Styled by a person named Ro.
 - Styled in the shape of a Ro.
 - Pie tins with a fancy name.
- A cubby box is:
 - A box to put cubbies in.
 - A cage for a small bear.
 - A lunch pail for a cub scout.
- If you have a ding in your wing you:
 - Land immediately!
 - Have reason to complain to Colonel Sanders.
 - Should remove the bell from your bird.
 - Should remove Prince Charles from the Eastern part of your mansion.
- A crashpad is:
 - A friend's house when you are inebriated.
 - A futon.
 - British Leyland's idea of a joke.
 - British Leyland's way of telling you your brakes are not very good.
- If you have a bang in your bonnet you:
 - Have a sausage in your hat.
 - Should see your doctor immediately.
 - Should make sure your insurance is paid up.
 - All of the above.
- A nave plate is:
 - A hatch on an English warship.
 - Something a rude Englishman eats his dinner from.
 - A lint cover for your belly button.
- A shooting brake is:
 - A famous Stirling Moss maneuver.
 - A maneuver Stirling Moss would rather forget.
 - A new anti-theft device.
 - Tea time at the skeet club.
- A drophead is:
 - Her Majesty's loo on the Royal Yacht.
 - A very expensive engine failure.
 - A throat lozenge addict.
- The dip switch:
 - Switches on the dip.
 - Switches off the dip.
 - Dispenses guacamole.
 - Ejects unwanted passengers.
- A Dzus fastener is:
 - D'Greek god on D'Hunger strike.
 - D'man D'at locks up D'London Zoo.
 - The primary reason for the invention of the safety catch.
- A damper is:
 - What your British car puts on your spirits every time it breaks down.



b. What your feet get the longer you drive your British car in the rain.

- The boot is:
 - The large water receptacle at the rear of your British car.
 - A German device for sinking British Ships.
 - What you give your British car when it won't start.
 - What your wife gives you when she discovers how much you have spent restoring a British car.
- Tappet:
 - What you do to an SU fuel pump in order to make it work.
 - The noise inevitably made by a lifter.
 - What the British do to a barrel of beer before building a car.

—Sunbeam Owner's Club of San Diego

MOSS

HUNDREDS OF DOLLARS TO BE WON IN OUR ANNUAL MOSS MOTORING

Once again it's time we ask you to submit your favorite photographs for consideration in our annual photo contest. The rules remain as always, each amateur photographer may submit up to three entries. Winners will be rewarded with valuable Moss Motors Gift Certificates, and every entry received qualifies for a \$5.00 gift certificate just for trying!

Remember, the subject matter is BRITISH CARS and the activities associated with them. Concours, races, rallies are naturals but the judges will also be looking with an eye for the unusual, the human touch, even a sense of humor!

Here's your big chance to make the pages of *Moss Motoring* if you are a winner and even if you're not, you could still make these pages! We've got to have a few rules and they are outlined below. The main thing to remember is—the closing date for the contest is OCTOBER 31, 1995. Send your entries to:

MOSS MOTORS PHOTO CONTEST
400 RUTHERFORD STREET
GOLETA, CALIFORNIA 93117



Reproduction Die-Cast Horns

Most British sports cars of the 1960s used this style of die-cast bodied horn, with two double terminals. For years, the only horns we could get were plastic replacements. Moss has now reproduced the originals for clear sound and correct appearance.

Low Note Horn	545-020	\$20.95
High Note Horn	545-030	\$20.95



PHOTO CONTEST!



It might be best if you mark your envelope "Please Do Not Bend" although our local US Mail postperson, Michelline, is an excellent carrier and knows what's what!

- All entries must be received no later than October 31, 1995. Please see paragraph 4 for information that must accompany each entry.
- Each entry must be the original, unpublished work of the entrant.
- Entries will be judged on the basis

of content, appropriateness and photographic skill.

- The contest is limited to color prints or black & white prints only. Entries should be no smaller than 5" x 7" nor larger than 11" x 14". Glossy prints are preferred. Up to three submissions will be accepted from each entrant, but each print must be labeled individually. We regret that we cannot accept slides or transparencies for this contest.
- Each entry must be labeled with the

entrants' name and address. We suggest that you attach a separate label to the reverse side of the print. Please do not write on either the back paper or the emulsion side of the print.

6. All entries become the property of Moss Motors for their exclusive use. **NO ENTRIES CAN BE RETURNED!**

7. If there are recognizable persons in your entry, a signed release must accompany the entry. If it is impossible to secure a release, a note of explanation should accompany the entry.

8. Prizes will be awarded in the form of valuable Moss Motors gift certificates.

- One GRAND prize of a \$150.00 gift certificate
- One FIRST prize of a \$125.00 certificate
- One SECOND prize of a \$100.00 certificate
- One THIRD prize of a \$75 certificate.
- SIX HONORABLE MENTIONS will be awarded a \$35.00 certificate each.
- All entrants will receive a \$5.00 gift certificate.

We look forward to receiving your entries between now and Halloween! Once the contest has been judged, a full list of winners can be obtained by sending a stamped, self-addressed envelope to the Editorial Offices of *Moss Motoring*.

MOSS



MGA/MGB Spin-on Oil Filter Adapter

Avoid the mess and hassle of having to deal with your old stock canister-type oil filter as fitted to all MGAs, and MGBs through

1967. Use a modern, easily replaced, high capacity, and economical spin-on filter with this Moss-designed adapter. Use of a filter with an internal relief valve, such as our #235-880, is required.

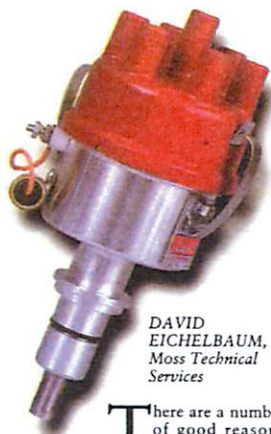
Spin-on Oil Filter Adapter	235-940	\$34.95
Oil Filter	235-880	\$6.95



MG TC-TD Seat Pads

Rejuvenate your tired sagging seats with these seat components which have just arrived. The genuine horse hair back pad fits TC and TD and gives your seats a feel that can't possibly be duplicated with foam rubber or other non-original means. The TD foam seat cushions are sold as a pair so you and your passenger can sit comfortably.

TC-TD Seat Back Horse Hair Pad	640-360	\$18.95
TD Foam Seat Cushion Pair	640-348	\$54.95



DAVID
EICHELBAUM,
Moss Technical
Services

There are a number of good reasons why you should consider replacing your Lucas distributor with a Mallory Dual-Point distributor.

First, accurate ignition timing is often one of the most overlooked areas of engine performance and tuning, and your car's original Lucas distributor might just not be up to the task anymore. MG-T Series distributors will develop a rather incurable wobble between their two-piece body design which, if present will virtually assure incorrect ignition timing.

Check out your car's distributor the next chance you get. Are the bushings worn? Are the mechanical advance springs weak? Is it difficult to maintain a correct dwell reading? And is the vacuum advance even operative?

Secondly, does the idea of being stranded in the middle of nowhere by an electronic conversion send shivers up your spine? Electronic ignition systems may, in fact, be in use on practically every modern car built today, but if something goes wrong with my points distributor I can still probably fix it long enough to get me home. Can you do that with electronic ignition?

So, to really get your ignition system back into shape we offer the Mallory Dual-Point Distributor, in either four or six cylinder versions to fit most of the classic cars we drive today. The Mallory distributor has dual-point sets—one set leading and one set trailing, for more complete combustion and cleaner running. Mechanical advance is factory set, but can be manually adjust-

MALLORY DUAL-POINT DISTRIBUTOR CONVERSION

ed to suit your engine's state of tune. And because total advance is achieved mechanically, no vacuum unit is required. The one-piece housing is machined from solid aluminum billet and features an externally mounted condenser to prevent heat related failures. Insofar as durability goes, these same Mallory units are a popular choice with the racing crowd. What was that old adage... "Race on Sunday—Sell on Monday!"

Although complete instructions are included for installation with each distributor we sell, there are some finer points to the installation worthy of further explanation. In particular the installation of the drive dog. I've spoken with a number of Moss customers who were discouraged by the fact that this was not done by Mallory. Keep in mind that drive dogs, or gears as the case may be, are generally unique to a particular engine, while the Mallory is designed to be used in many different types of engines. Therefore you must re-use your old one or purchase a new one if possible.

Installation is not technically difficult, but if you think you lack the tools (or even the ability!) to undertake this task then take the new drive dog to a competent machine shop where they will charge you a nominal sum to install it. However, if you want to do it yourself, here's how:

1) Take the old distributor from the car and remove the cap, rotor, and the breaker plate with points. Use a block of wood to support the shaft of the distributor and drive out the taper pin retaining the dog. Some models use split pins for this purpose, so be sure to note this before you proceed and drive the pin in the correct direction if necessary. Withdraw the shaft, reinstall the rotor and set it aside for the moment.

2) The drive dog has "offset" ears so that it can only be installed in the corresponding socket one way round, making subsequent installation and removal in the engine possible without disturbing the timing. However, the hole in the distributor shaft for the dog pin is centered and makes it possible to install the drive dog on the shaft 180°

off if you're not careful. Use the old dog shaft as a reference for which way to install the dog.

3) Your two main objectives are: a) Maintaining the relationship between the drive ears and the rotor, and b) maintaining the factory specified end float of .010 of an inch.

Using the old shaft as a guide, place the distributor in a vise or similar, mark the hole center, and drill the hole using an appropriate feeler gauge or shim to maintain the end float while drilling. Then simply install the retaining pin.

This operation does not require absolute accuracy, but of course must be done with reasonable care. Minor inaccuracies of several degrees one direction or the other will be invisible since the distributor sits in a base which allows a wide range of rotation. In fact, most distributors can be rotated probably a full 75° or so, without interfering with the block. I'm not suggesting that you should be that far off but it's also unnecessary to build an exotic jig to accomplish this either!

MALLORY DISTRIBUTOR SPECIFICATIONS

Advance Curve—24° @ 3,000 RPM.
Centrifugal Advance—Adjustable.
Lubrication—Every 50 hours of use apply a light film of grease on cam lobes.

Distributor—Fits all 4-cylinder except MGT and TR7	#143-180
Distributor—Fits all 6-cylinder except TR250/6	#543-040
4 and 6 Cylinder Points (Two required.)	#143-185
6 Cylinder Rotor (One required.)	#143-190
4 and 6 Cylinder Condenser (One required.)	#143-195
4 Cylinder Cap	#143-175
6 Cylinder Cap	#143-225

Should you have any further questions please do not hesitate to call our knowledgeable sales staff for more information, or to order this Mallory distributor which gives a hotter spark than the original Lucas unit and is a favorite among performance-minded enthusiasts.



1968-'74 MGB Water Outlet Elbow

Replace your old corroded water outlet elbow with one of these fine brand new reproductions for the finishing touch of your recent cooling system overhaul.

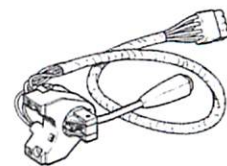
460-945 \$24.95



MGB/Midget Gulp Valve

Genuine N.O.S. "Smiths" gulp valves are now in stock, but in very limited supply. If a restoration is in your car's future, buy one of these now, as we will not be able to get any more.

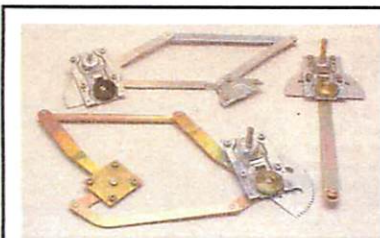
366-010 \$98.50



1968-'73 MGB Windshield Wiper/Overdrive Switch

Obsolete for years, these complex column mounted switches have been perfectly reproduced exclusively on our behalf. Another example of the Moss commitment, to "Maintain the Breed!"

141-825 \$87.95



Window Regulators

Tired of door windows which don't roll up or down, or get stuck in the middle? If worn out window regulators are the problem, Moss has the solution with our great selection of brand new regulators.

MGB 1965-'67, L/H	402-260	\$159.95
MGB 1965-'67, R/H	402-265	\$159.95
MGB 1868-'80, L/H	402-270	\$104.95
MGB 1868-'80, R/H	402-275	\$104.95
Sprite/Midget thru 1967, L/H	402-290	\$119.95
Sprite/Midget thru 1967, R/H	402-295	\$119.95
A-H 3000 BJ7, L/H	021-900	\$109.95
A-H 3000 BJ7, R/H	021-905	\$109.95
A-H 3000 BJ8, L/H	021-910	\$129.95
A-H 3000 BJ8, R/H	021-915	\$129.95
TR250-6, L/H	803-325	\$67.95
TR250-6, R/H	803-335	\$67.95
TR7-8, L/H	071-856	\$39.95
TR7-8, R/H	071-855	\$39.95



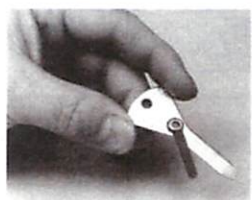
Slalom Santa Ynez-style!

MGB Dash Pads

If your 1968 to 1980 MGB dash pad is

cracked and peeling, it can be easily replaced with one of our beautiful and accurate covers which install over the original steel backing. Authentic detailing and correct pebble-grain with molded foam backing ensure easy installation and exact fit.

1968-'71 Dash Pad	453-720	\$155.95
1972-'76 Dash Pad	453-740	\$155.95
1977-'80 Dash Pad	453-795	\$155.95



Lucas Distributor Point Tool

Factory toolkits should have always included this handy Lucas distributor points adjusting tool, but only a few did. The small screwdriver blade and a 0.014"-0.016" feeler gauge fit almost all Lucas points-type distributors. The small size makes it perfect for carrying in a wallet or purse, as well as in a glove box or even a tool kit.

031-985 \$4.50



MOSS MOTORSPORTS

A TRADITIONAL EXPERIENCE RACING TEST OF A VINTAGE CHAMPIONSHIP 1968 MGB

Translated from
Automovil Panamericano June, 1995

All the splendor of the British sportscars of the '60s is still intact in this MGB that engineer Juan Manuel Muñoz Ledo uses in Vintage Championship races. There is no doubt about the pedigree of the MGB, because its prestige comes from where the classic sportscars take their title of nobility—the tracks! That is why in Europe, as in the United States and Mexico, the name MGB evokes a certain type of sports car, with a personal performance, that without having the market value of a Ferrari or a Bugatti, fans look for when wishing to initiate a collection.

Engineer Juan Manuel Muñoz Ledo is the owner of such a car which we tested this time, the one he uses for the Vintage Races and the car is homologated with the regulations of the National Commission of Collectible Sports Cars.

"The car," says Muñoz Ledo, "was practically abandoned in a workshop and it was really a coincidence that I found it. When I told them (the owners) to sell it to me, they accepted immediately because they didn't know what to do with it. They considered it old junk!"

The restoration process and the race preparation was done at Muñoz Ledo's workshop, CASTA, S.A where his highly



qualified staff worked very hard for some fourteen months. They disassembled all the car, then structured the chassis and reinforced it with a roll cage, got a new floor and the body was straightened. During the process they always tried to make the car lighter, without sacrificing its strength. They kept the original suspension attachments, but in front chose the coil-over conversion kit from MOSS MOTORS in California, USA, and installed at the rear, Spax shock absorbers.

They also installed the original gearbox and differential. From the engine they used the original monoblock overboring to 82.29 mm. They kept the original crank shaft with the 88.9 mm stroke, just grinding it to 0.010" while the connecting rods were replaced by steel Carrillo ones and the pistons are cast JE.

Because of the bad shape of the original engine head they obtained

another that was prepared by Schlossnagel Racing. Kent Cams supplied the camshaft and it is registered as 719 Race. About the security (safety—Ed.) they didn't stop in anything. The MGB has a safety fuel cell, the brake hoses are Aeroquip steel/teflon and the car has Deist security harnesses with five anchor points in both seats.

The dashboard has the finest instruments, like double pressure and oil gauge, oil temperature gauge, a 0 to 8000 rpm tachometer, water temperature gauge, a warning light for top engine revolutions, a switch for the fuel twin pumps, switch for the radiator fan and a master switch placed between both seats that can be reached by either occupant.

There are two ways to test the cars' dynamic behavior. The first, a professional one, that can be done to all modern cars and the second, the passionate one, generally used for historic cars or milestones where the objective is not to pursue the best performance, but to recreate sensations!



To finish, we can say that in this car we can feel the progress of the technology during the last few years in brakes, as in the suspension and tires. At no point did we try to race the car, but it showed to be capable to reach the limits without any trouble and provides lots of fun! The truth is, we found a race car more than a sports car...

(I don't think we lost anything in the translation from the Spanish—in fact we think it adds to the story! We thank Juan Manuel Muñoz Ledo also Señor Juan Hernández the Director of Automovil Panamericana.—Ed.)



After adjusting the seatbelts, we operated the switches, first the master button, then the fuel pumps, the ignition one and at last the starter button. The cockpit is filled with the rumorm (?) typical of a race engine. We pushed in the clutch, a soft one by the way, and we engaged first speed. We go out on the racetrack trying to remember the driving sensations that this car used to give in the sixties. We were surprised by its behavior. This MGB responds sharply to the steering command, it's easy to put in the corner and goes out fairly but with a little oversteer, getting to the no return point without noticing. This is because of the race tires it is wearing added to the little body roll. Both things are opposite to the original car some thirty years ago when the car rolled a lot and had very narrow tires.

The engine response is excellent in the power band that is between 4,000 and 7,000 rpm. The shifting is fast and precise and when we had to use the brakes, it showed great efficiency keeping the car straight and in its path.

UPDATE ON 1995 COLLIER CUP

SVRA will again host its "Collier Cup" race for vintage MGs at Watkins Glen this Fall, but its format will not be as it was in 1994 when many people and cars were granted special waivers. It will be run under the format of previous years and at this time it is not known what waivers, if any, will be given to non-SVRA members and non-SVRA prepared cars. Anyone interested in competing in the Collier Cup should contact Frank Rupp, President of SVRA at (803)723-7872.

For information on the MG VINTAGE RACERS ASSOCIATION contact Mark Palmer, 253 Bridlepath Road, Bethlehem, Pennsylvania 18017, (610)867-6014.



MGA Exhaust Header

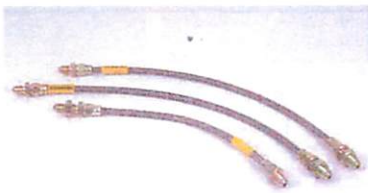
Superb quality makes this three branch header fit and function so much better than others. Adapts easily to a stock front pipe or combines with our #454-590 free flow sports muffler.

454-855 \$224.95

Braided Stainless Steel/Teflon Brake Hose Sets

Race cars use high tech steel braided brake hoses for good reason. Now you can have the advantages of a firmer pedal and superior chafe resistance on your favorite car. Ordinary rubber hoses actually expand under braking pressure, contributing to a "soft pedal". This brand new range of competition-inspired brake hose sets meet all DOT safety standards, and are street legal in all 50 states. Each set includes all brake hoses used on your car, with any required retaining nuts and/or copper sealing washers.

MGA 1500	182-218	\$67.50
MGA 1600 & MkII	182-208	\$67.50
MGB	182-228	\$67.50
Sprite/Midget (drum brake)	182-238	\$67.50
Sprite/Midget (disc brake)	182-248	\$67.50
Austin-Healey BN1, BN2, BN4	582-058	\$67.50
TR2-3 to TS13045	582-008	\$67.50
TR3 from TS13046, TR3A,		
TR3B (TSF series), TR4 to TS4387	582-018	\$67.50
TR3B (TCF series), TR4 from CT4388	582-028	\$67.50
TR4A IRS	582-038	\$84.50
TR250, TR6	582-048	\$84.50



Healey

VIEW POINT

"ZATATRIUMPH, HUH?"

Walt Peterson

First off, I have a confession to make. My car's not really a Triumph. It's an Austin-Healey 100/6, 1959 vintage. Unlike the proverbial virtuous maid in the sleaze bar, the Healey has seen its share of "Whoas" and rust and car abuse. But in early August, I like to sneak out of Pittsburgh with "Dirty Harry", as I affectionately call Donald M. Healey CBE's "Better Idea", to do a little autocrossing at a big summer shindig.

Now, the crew there drive a lot of MG and Triumph stuff, but I don't hold anything against anybody these days. I pay my money with a smile and they take my money with a smile, (or are they really laughing at the rust around the fender cut-outs or the burnt paint around the non-standard louvers punched crookedly into the primed hood?) But, hey, these guys are all right. I think they even let a Ford Falcon sneak in one year. Imagine...a rusty Healey and a Falcon! Heck, I've been to events where you practically got thrown out if your numbers didn't match. I have to tell these dudes that I can't find my number plate and stamping because all the grease, grime and oil sticking to the parts under the svelte skin of my powerful machine. Then I leave!

Actually it doesn't bother me if they smile and giggle like a bunch of teenage girls. "Dirty Harry" doesn't run too bad, he's sort of what you might call a Q-ship. Underneath all that "sin and corruption" he's a full-tilt, street prepared, autocross Q-ship. Just like those disguised destroyers in the war which blew the unsuspecting enemy clean out of the water when they revealed their concealed weapons! By the time "Dirty Harry" swings around the last rubber ducky, a lot of smiles have turned upside down and sunk into those guys' necks. Usually somebody will come over and ask how many Webers does a Healey like that take, or what kind of V8 is under the hood.

Well, anyway, there's this guy named Jeff who trailers in a TR250 from Buffalo or somewhere and that is one nasty mean machine. It looks it too, with wide race tires, flares, a hood cut-out with three dual 45 DCOEs peeking out, roll bar, you name it! No, it ain't no Q-ship, but its owner, Jeff comes close! Smiles nice, shakes hands friendly and then goes out and kicks gluteus maximus all over the place! Check out his diamond earring. That's the Q-ship tip off. I don't wear mine because the little rascals fall out of your ear when you pull off your helmet, faster than parts fall off the Healey's Skinners Union carbs. "Course Jeff does have Webers, remember?"

All this "psych" makes for a pretty good dice for FTD. Besides, there is also a GT6 that is straight out of Star Wars, it's so high tech, and a Lotus 7 from Pittsburgh, and a couple of V8 MGBs and last year there was a mean TR4 with gigantic fog lights. Everyone waits around not wanting to make the last run till the enemy makes their move to see who can get FTD, but it usually comes down to Jeff and myself—the John Deere run-alike versus the Longbridge boat anchor!

Jeff won this year because I couldn't get around that pivot cone at the far end of the runway fast enough. My door popped open a little and I got to sliding out of the seat, harness and all! All I could see was a little bit of daylight through the steering wheel above the dash and the spoke of the wheel looked for all the world like cross hairs on a bomb sight! But, dammit, I was sighting weeds and pretty soon I was driving into the weeds, then out of the weeds and a cloud of Western Pennsylvania dust! When the dust settled, Jeff had FTD and I had second with the red TR4 third. Not too bad for a thirty-something car that needs bungee cords to hold the doors shut.



THE NUT BEHIND THE WHEEL

by Ron Phillips

There may be no more notorious "LUCAS MOMENT" for an Austin-Healey owner than the one when the red wire "smokes" all the way from the rear of the car to the lighting switch on the dash. Countless cars have had this happen to them due to a basic defect in the design of the license plate lamp (and the wiring system in general) in our beloved British sports cars.

If your wiring stays as assembled at the factory, then you won't have this problem. But, let's say you want to re-chrome that rear bumper or the light bulb has burned out in the license plate lamp and you want to replace it. Unless you are truly double-jointed and a masochist, you will need to remove the bumper from the car in the latter case and I've not found a chrome plate yet that can do plating on the car for the former case! To remove the bumper, you should disconnect the red and the black wire going to the license plate lamp. Now your problems have just begun!

Did I mention peace of mind? Well, isn't that what insurance is supposed to buy, after all?

What I'm saying is, it's just a matter of time before you will "smoke" this wire. Why? Because the design of the license plate lamp relies on a piece of stripped wire being held against the lamp connector via a brass tube through which the stripped wire passes. The brass tube, or as some would call it, a ferrule, has a hole in its end through which you thread the bare wire and then

Continued on page 12

"BIC" HEALEY TO VISIT THE UNITED STATES

The Guest of Honor at the Austin-Healey "Encounter '95" held at Mount Laurel, New Jersey will be the middle son of Donald Healey, "Bic", who will be visiting the gathering with his wife, Mary.

This year is the 50th Anniversary of Donald Healey's first car and Bic says, "It was to the USA that the majority of the Austin-Healey cars were sent, and where so many are cherished and appreciated. I cannot think of another car which is revered by so many, and it is all due to the foresight and initiative of one man, Donald M. Healey."

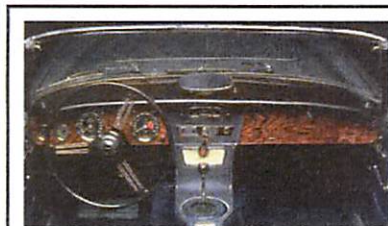
Bic was involved with the Healey Company in sales and public relations, joining the firm following the introduc-

tion of the 100 in 1952 and after his discharge from the Royal Navy. "The 100 sold itself, but because very few were released to be sold in the United Kingdom, we were expected to export everything in those (post-war) days, we had to investigate alternative markets. For this I found myself charging around the UK in a 100, taking orders from US servicemen who purchased them for use in the UK during their tour of duty there. What an enthusiastic bunch they were, all acting as unpaid salesmen for the company!" Bic remembers.

Bic was also connected with the formation of the Healey Drivers' Club, later to become the Austin-Healey Club, which today boasts clubs and chapters

throughout the world. Through attending club events, Bic and Mary have enjoyed seeing Healeys around the world and treasure the many friendships made on those trips to far-away places. He says, "I will always look back with pride in having played a small part in the success of the car that can make the world a very much smaller place."

(Further details on "Encounter '95" which takes place August 17th-20th can be obtained from Baird Foster at (609)235-5862. We must also congratulate Baird on his appointment as Editor of Chatter, the excellent magazine of the Austin-Healey Club of America. We wish him every success!—Ed.)

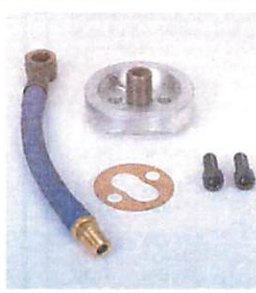


Austin-Healey BJ8 Wood Dash Set

Add new life to your car's interior with

one of our beautifully finished walnut dash sets. Accurately crafted for exact fit and easy installation, these are the perfect replacements for damaged, missing, or no longer serviceable original wood.

633-650 \$349.50



Sprite/Midget Spin-on Oil Filter Adapter

Avoid the mess and hassle of having to deal with the stock canister type filters on your "A"-series engine. Use a modern, easily replaced, high capacity, and economical spin-on filter with this Moss-designed filter head which includes a specially designed hose to connect to the engine block. Use of a filter with an internal relief valve, such as our #235-880, is required. Does not fit Midget 1500.

Sprite Oil Filter Adapter 235-875 \$57.50
Oil Filter 235-880 \$6.95

The Nut Behind the Wheel

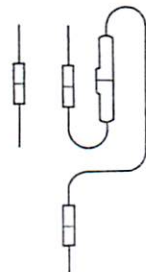
Continued from page 11

lay its strands back along the outside surface of the tube. Now, when you insert the tube and wire into the lamp connector, the tube presses the bare wire strands between the tube's outer surface and the connector's inner surface, holding everything together via the spring tension in the lamp's connector.

Well, if you make and break this connection often enough, the lamp's connector loses its springiness. When that happens, the tube plus the bare wire fall out of the connector, and may land on the metal surface of the lamp unit, and there you have it. Smoke! Another way this can happen is if the wire gets pulled out of the connector while you're shining up "baby" or when loading things in the boot near where the wire goes through the rear shroud. Yes, one good bump in the rear to that bumper can cause the wire to be cut or knocked loose, and, you guessed it, more smoke. Did I also mention that the gas tank is in the same general area? If I were a '100' owner, I might be especially concerned

bought new from Moss (#162-200) and are called "wire tips" in the catalog. For the frugal among you, you can get them from your old wiring. You know the stuff, the harness that burned up due to no fuse protection.

You literally splice the fuse holder and its fuse, using the standard Lucas connectors, into the main red lamp feed wire coming from the front of the car to the rear just where it snaps to the rear tail and license plate lamp harness. The original connector location is on the left side of the car in the boot, right next to



Before and After



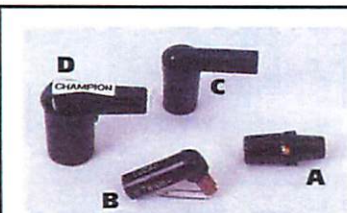
about this as the filler neck and gas cap are inside the boot, quite near the license plate lamp wiring!

Well, you can now see that it's time to buy a little insurance. That's where my sketch comes in. For mere pennies a trip, you can buy this insurance and install it in your Healey or any other British sports car that uses the Lucas license plate lamp. All you need are a fuse holder, the fuse that goes in it (five amps are more than enough), two bullet connectors that will fit a standard Lucas rubber covered 1-way wire connector, and one additional Lucas rubber covered 1-way wire connector (Moss #162-000). Where to get the bullet connectors? Some commercially available ones will work. But the best ones can be

the bumper bracket mount. No cutting, no alteration of your stock wiring harness, bad design that it is, and if you bury the fuse holder under the armco trunk liner, not even the concours judge can find it. A side benefit is that this fuse now protects not only the very vulnerable license plate lamp wiring, but it also protects the tail light circuit as well.

By the way, it doesn't matter which model of Austin-Healey you own, and it doesn't matter whether it's wired positive or negative ground. The instructions are still the same, splice the fuse holder and fuse into the red wire.

Why, you may be asking yourself, doesn't the main chassis fuse protect this circuit? It's because the lighting cir-



Classic Spark Plug Clips

Molded Bakelite spark plug clips were original on British sports cars until around 1968. We offer top quality reproductions of the most popular types used after World War II. Replace those modern molded rubber ones

today! While doing so, replace your ignition wires at the same time with either our copper-cored black wire, or the virtually indestructible genuine Lucas copper-cored "bumblebee" wire which was the competition wire during the 1960s, and still an excellent choice for street or track use.

A. 1945-'60 Champion Clip (MG T, Jaguar XK, Austin-Healey 100-4, early 100-6)	171-530	\$4.95
B. 1955-'67 Lucas Clip (MGA, '62-'67 MGB, some Austin-Healey 100-6, 3000)	171-620	\$6.25
C. 1960s Generic Clip (Triumph, Austin-Healey 3000)	171-520	\$1.60
D. 1961-'73 Champion "Bow Tie" Clip (Jaguar E-Type, various works race cars)	171-625	\$7.95
Black Ignition Wire (per foot)	171-637	\$0.75
"Bumblebee" Ignition Wire (per foot)	571-020	\$1.20

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 TIP 101

BRAKE TOOL REMODELED

I found that the original factory issue brake adjusting tool (#386-160) I bought at the MG dealer years ago can't be removed once you have started adjusting the rear brakes of the 'full spring' Midget.

So I heated up the ends and flattened (or rather straightened!) them and then heated the center and made a 45 degree bend to clear the spoke wheel rim. This gives you a closed end wrench that will clear the spring mount.

Keep up the good work on Moss Motoring, after 20 years of owning my Midget, I'm still learning a new idea or two, hence my enjoyment of reading your newspaper! Now if only you could publish a tech tip for helping me find a lady friend that actually likes MGs...

—David Bierman
Scotch Plains, NJ

(They're out there somewhere David, I guarantee it. When you do finally meet her, don't talk cotters and camshafts all day, talk cologne and caviar!—better still, give her the Moss Gift Certificate you got for this tech tip!—Ed.)

cuit is unfused in our Austin-Healeys. That's why! Good design, eh?

Well, as you can see, this technique can be used on any vulnerable circuit in your British sports car. I especially like the no cutting, no alteration type of insurance this technique buys. Did I mention peace of mind? Well, isn't that what insurance is supposed to buy, after all?



In our next issue—Getting Thru Winter!

TECH TIP 103

HEADING FOR TROUBLE

When I had to replace the header rail seal in my MGB, I wanted to stop the rattling pieces of old pop rivets that had fallen into the rail when the previous owner had replaced the retainer. It was impossible to remove the loose pieces from inside the rail.

Fortunately, I had been undertaking some home repairs and had a can of expanding foam insulation. The nozzle just fit into the rivet holes so I injected the foam into the header rail, and presto!—no more rattles!

—Maynard G. Hirsch
Algonquin, IL

TECH TIP 102

REBUILD CLEAN-UP

When undertaking an overhaul, it is vital that the engine block is completely free of all grease, paint, and dirt. For years it has been a general shop practice to have the block hot-tanked and this worked reasonably well. The block came back clean particularly if the block was only a few years old.

However, some of the blocks in our British cars are getting really old, and boy, are they full of accumulated junk! By far the best method of cleaning is to have the head and the block acid dipped. This method takes care of all the rubbish that the hot tanking did plus, and it's a big plus, all the rust and corrosion that has built-up in the water passages. It doesn't cost much more which makes it really attractive.

The acid dipping does not hurt the block, but it gets the interior clean. As with hot-tanking, it is important that all freeze plugs are removed, and it's also a good idea to run a cleaning brush soaked in solvent through the oil gallery before acid dipping, as this gallery can get gummed up with old oil sludge.

—Barney Jackson
Coarsegold, CA



Inertial Reel Seat Belts

Restore your safety with new retractable inertia reel seat belts from Moss! While these belts are not exactly like any of the several fitted by the factories as original equipment, they provide dual sensitive locking features for optimum safety and comfort and make excellent replacements.



TRIUMPH - Direct replacement for original TR6 inertia reel belts, but will fit TR4, 4A, and 250 (these earlier models may require captive nut plates welded to the wheel arches to provide anchorage points).

Seat Belt	222-105	\$64.95 each
Nut Plate	222-115	\$10.00 each

MGB, SPRITE, MIDGET - Produced on behalf of British Motor Heritage, and approved for the US market, these belts directly replace the original belts on 1975-'80 MGBs. Earlier MGBs Sprites, and Midgets require appropriate mounting brackets.

Seat Belt	222-120	\$129.95 each
MGB wheel arch side bracket, L/H	222-135	\$5.95 each
MGB wheel arch side bracket, R/H	222-125	\$5.95 each
MGB wheel arch top (sold as pair)	222-158	\$17.95 pair
Sprite/Midget wheel arch, L/H	222-175	\$4.95 each
Sprite/Midget wheel arch, R/H	222-165	\$4.25 each
Captive Nut (weld to wheel arch)	222-185	\$8.25 each

UNDER THE BONNET

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

VALVE TRAIN BASICS

Eric Wilhelm

Valve train condition is of vital importance at all times to the correctly running engine. Unfortunately, many of the factors involved are often neglected in "do it yourself" engine rebuilding and in normal maintenance.

The simplest and most common valve train operation performed is valve lash (clearance) adjustment. Yet even this common operation involves features which are not always known or well understood. For example, how does one deal with rocker arm tips which are worn where they scuff across the end of the valve stems? While valve lash usually loosens due to wear, what causes the opposite situation of reduced valve lash which is sometimes encountered? Why is valve lash necessary in the first place?

Before developing answers to these questions, a quick review of valve train operation is in order. (For simplicity we will discuss a simple single cam pushrod system.) On the front of the crankshaft is a small diameter sprocket which drives the timing chain. The larger driven sprocket on the camshaft has twice as many teeth as the crankshaft sprocket, causing the camshaft to rotate once for every two rotations of the crankshaft. The rotational movement of the camshaft is translated to linear movement by the individual cams pushing the lifters ("tappets") upwards. These, in turn, move the pushrods, which operate in ball and socket fashion between the lifters and the rocker arms. This ball and socket arrangement is required by the rocker arms' oscillation through small arcs (i.e. the pushrods do not only move up and down, but they also wiggle back and forth slightly). The rocker arms pivot on the rocker shaft, changing upward movement of the pushrods to downward movement at the valves. Return motion of the entire system is provided by the valve springs.

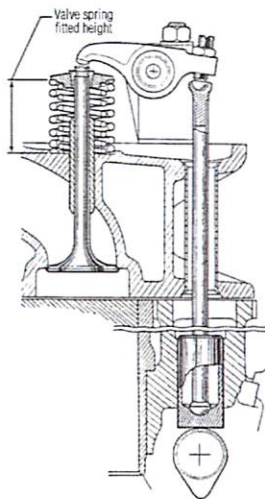
Every part of this system is subject to wear. When you consider that at an engine speed of 3600 rpm this operating cycle is repeated 30 times a second, it is amazing that these parts last as well as they do. There are many subtle design features present. For example, cam lobes may have a slight sideways taper, and the ends of lifters may be slightly

crowned or, the centers of the lifters may be slightly offset on the cam lobes. Either combination causes the lifters to rotate in their bores, preventing wear from occurring in localized spots. This points to one reason why regrinding tappets is not always successful—they are often reground flat. Another is that most tappets have a relatively thin hardened "case" and when reground, the softer metal beneath is exposed.

A frequently asked question is, "Is it really necessary to return components to their original positions?" The answer is, "Yes". If assembled and lubricated correctly when new, there should be a short period of initial wear followed by a long period of well-mated parts working smoothly together. If these parts are later mixed, they are not worn to fit each other, and will usually wear excessively. It cannot be expected that such parts will bed into each other as satisfactorily as do new parts. This is especially true of cams and lifters. Although a good used cam may be successfully used with new lifters, a new cam with used lifters is sure to destroy the cam.

If the geometry between the rocker arms and valve stems is incorrect, the nose of the rocker arms tend to push the valve stems sideways instead of sliding on their ends, causing highly accelerated wear to the valve guides and valve stems. For correct operation, the radiused end of the rocker arm must contact the center of the valve stem end when the valve is 40 to 50 percent open. Milling the cylinder head, regrinding worn rocker arms or valve stem ends, especially in combination, moves the contact point towards the rocker arm pivot, and requires compensation in the form of shorter pushrods to reestablish the proper relationship. Refacing of valves or valve seats has the opposite effect. Generally, stock "street" engines will tolerate a slightly less than ideal situation much better than engines with high lift cams and heavy valve springs. If in doubt, ask your automotive machinist for advice.

When valve faces and valve seats are ground, another important dimension, the valve spring height, is increased. This reduces valve spring pressure, which lowers the allowable rpm limit of the engine. Valve springs should be checked for "free height" and "fitted height", figures for which will be found in your workshop manual. If



springs are out of specification, it is best to replace them with a new set, although springs with a fitted height in excess of specification may be shimmed. With stock components and a good cylinder head, it is unlikely that the springs will have a too short fitted height. If, however, this is encountered, the spring seating areas on the head may be milled to suit. In all cases, ensure that the coils of the springs do not touch each other when the valve is fully open.

If the entire valve train were set up absolutely perfectly, and nothing in it expanded from heat, flexed under load, wore, or in any other way deviated from its theoretical path, we could use a tight, zero clearance set-up. Real life being what it is, valve lash is required to allow for thermal expansion, wear, and other variables in the system. Allowance for a specified amount of valve lash is even factored into camshaft design, as changes in valve lash affect the cam timing. Too much lash allows the valve train components to slam violently against each other, while too little can lead to valves not closing properly (which causes them to burn), parts bending, and other nasty happenings.

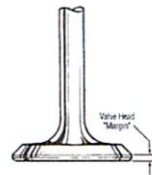
Sometimes the valve lash will tighten in service, particularly on exhaust valves. This is usually due to valve seat recession, which is erosion of the valve seat in the cylinder head. This allows the valve to sit deeper in the head, reducing the available valve lash. The only real cure for this is to have hardened valve seat inserts fitted. Stretching of the valve stem can also reduce lash. Stretched valves must be replaced.

In checking or rebuilding a valve train, visual inspection of the components is usually sufficient to determine whether parts may be reused or not. If there is any question or doubt, replace the part. Cam lobes may show polished areas and slight discoloration, but must be smooth and flat. One lobe showing scoring, rounding, or "wiping" (smears

of metal) is enough to cause rejection. Lifters must be good fits in their bores, without looseness, but should just fall into their bores under their own weight when lightly oiled, and rotate smoothly. Their bases must be smooth and show only very light even wear in a circular pattern, with no signs of chips, spalls, or cracks (a magnifying glass is useful for this, as they sometimes develop tiny surface cracks which are difficult to see otherwise). Pushrods must be straight. A good way to check this is to roll them on a flat hard surface; if bent, they will rise and fall as they roll. Pushrod ends will show polishing from wear, but should be smooth and without ridges. In some engines the ball end may have a slight projection in the center. This may be carefully ground off, but don't grind any more than absolutely necessary.

The rocker shaft assembly should be disassembled for examination, being careful to note the correct order of the parts on the shaft for reassembly. If the shaft shows more than smooth polishing on wear areas, replace it. Check the rocker arm bushes (if fitted) by putting each rocker arm on a clean unworn section of the shaft. If there is any more than the slightest detectable side-play, replace the bush. New bushes must be reamed after being pressed into the rocker arms, and some must be drilled for oil passage. If the rocker arms have no bushes, they must be replaced if worn. The adjuster screw balls may show even wear, but must be round. If any have a flat area on one side, replace them and check your rocker arm to valve geometry after reassembly.

Rocker arm "noses" should show a radiused bottom in profile, and be straight across the width. It is common to find a flattened area in the middle of this radius where the rocker arm slides across the top of the valve stem. Among other problems, this makes accurate adjustment difficult unless you have a very narrow feeler gauge which will fit inside this narrow worn area. It is generally considered permissible to regrind such worn rocker arms if they aren't worn too badly, as long as the correct radius is retained.



or scored, and the end has survived being battered by the rocker arm. Valve head margins (see illustration above) must not be thinner than specified in the appropriate workshop manual.

Valve guides are easily checked with a valve with an unworn stem, preferably a new one. Insert the valve in the valve guide so that the valve is approximately in its open position, and wiggle it back and forth and side to side (see illustration). Triumph allowed a very generous

Continued on page 14



SU Fuel Pumps

1995 marks the first time in 20 years that the full range of genuine SU fuel pumps is in production. We are extremely pleased that the current quality and reliability of these pumps has never been better.

TC, TD, TF to #1509	LP type	376-990	\$114.95
TF from #1510, MGA, MGB to #44438, Austin-Healey 100-4	HP type	377-040	\$109.95
XK120, 140, 150, Austin-Healey 100-6, 3000 to #28224, MGA Twin Cam	LCS "square body"	377-085	\$229.95
MGB from #44438 thru 1967, Austin-Healey BJ8 from #28224	positive ground	377-160	\$109.45
MGB '68-on, MGC, Midget '72-'74	negative ground	377-165	\$87.95
Sprite/Midget 1098, 1275 thru '71	AUF214 type	377-175	\$74.95
Competition Double-Ended	positive ground	377-045	\$249.50
Competition Double-Ended	negative ground	377-035	\$249.50



New SU Carburetors

Genuine new SU carburetors are now being produced in the UK from a combination of original and new tooling. These brand new carburetors will improve the way your car looks and runs. While rebuilt carburetors are nice, they can never look or perform as well as new ones.

Austin-Healey 100M & MGA Twin Cam (H6)	370-798	\$1,295.95
Austin-Healey 3000 MkII BJ7 (HS6)	370-888	\$545.00
Austin-Healey 3000 MkIII BJ8 (HD8)	370-898	\$1,199.95

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator

Hope all of you out there are all having a great season of British motoring fun, attending some of the events listed in our exclusive, giant British car meet calendar published in *Moss Motoring*. We are well into it with the Moss Road Show having taken the "Mossmobile" across country to meet and greet customers old and new. It's always a pleasure to talk with you and tell you what's happening at Moss Motors, so please if you get the opportunity some time this fall to visit with us do come up and say 'hello!' You'll catch us in Lansing and Grand Rapids during August, then to Kansas City over the Labor Day Weekend. From there we head to the Moss Marquee Day in New Jersey before making our very first visit to the British Invasion in Stowe, Vermont, an event we are looking forward to immensely. Then it's on to Indianapolis for Indy British Motor Days, before heading east again

for MG on the Rocks in Baltimore. Finally, we are going to make it south of the Mason-Dixon Line! I did promise this last year, so Mobile and Memphis will be on our itinerary during October before we turn west for home and the winter warmth of sunny California!

Of course, many of my colleagues have said that the only reason we are staying out with the show until the end of October is to avoid having to move any of "my stuff" during the massive transfer operation necessary to relocate Moss at our super new facility! I have assured them that this is not so! We would much rather be out there with you, the enthusiasts, than moving piles of paper, computers, and records. We've got all winter to do that!

On the subject of our events calendar a note of caution, we do regularly state that we cannot be responsible for

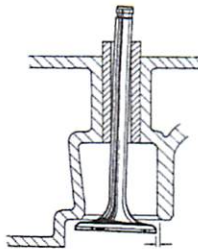
the accuracy of information provided to us, although we do call and check phone numbers and other information when possible. Some of you, especially some club publications, have taken our calendar and reproduced it verbatim. In doing so, you have included the odd error! You are also welcome to use any written material from *Moss Motoring* providing that you acknowledge the source of the material and do not hold us responsible for any minor mistakes! While I'm on the soapbox let me remind you that all artwork both in *Moss Motoring* and in our catalogs is the exclusive copyright of Moss Motors, Ltd. If you wish to make use of a particular item then please write to us and we'll be happy to accommodate your needs. It does annoy us, however, when we see the Austin-Healey 'cut-away' artwork from the front of our new catalog reproduced in a club magazine without any acknowledgment whatsoever! Or when our in-house artist's great work is sloppily reproduced on a T-shirt, again without permission! So be careful out there!

That's it for this time. Have a great fall season and we'll see you somewhere on the Great American Road as the leaves change!

Under the Bonnet

Continued from page 13

0.020" side play for TR250-TR6 valves, but half of this figure is considered generous by many. If your guides show wear, replace them, ensuring that the new guides are properly reamed to size after installation.



(The next Under the Bonnet article will deal with cam timing and how to install and set up your camshaft without relying on pre-marked sprockets, bright links on chains, or other factory "fiddles" which may not be available.)

OUR FALL MYSTERY CAR CONTEST AND RESULTS OF THE SUMMER COMPETITION!

Well, we knew it would take something really special to confound most of you and our summer mystery car certainly did that! Not everyone, however!

At least ten readers correctly identified the car as a 1935 RANELAGH RAILTON, named after Reid Railton. The motive power is provided by a 4.2 liter Hudson flat-head eight cylinder engine. The chassis was also Hudson oriented being based on the Terraplane. The Railton was quite speedy for its time getting from 0 to 60 mph in under 10 seconds and topping out at over 90 mph.

Reader John Embleton wondered if there were any Railtons existing over here—now you know John! Bruce Carnahan pointed out to us that Reid Railton, the builder, was using American engines before even Sydney Allard was, while Rob Reilly from Illinois mentioned that the Railton Company existed from



1933-1939 before being pre-empted by World War II. So to the above and also Kevin Kelly, Bob Baxter, Lisa Bastian and Bob Cataldo—well done! However, we can only have one winner drawn at random from our Castrol Oil drum and that proved to be ERIC WILSON from Toronto, Canada who will receive a gift certificate for his perceptiveness.

Now shown above is another teaser for you! Answers on a postcard only, please, to *Moss Motoring* Mystery Car Contest, 400 Rutherford Street, Goleta, CA 93117. Answers must be received by October 6th and don't forget to include your name and address!

NEW CLUB

We recently had the pleasure of meeting John Simmers of the English Motoring Club down there in Mississippi. John handed us a copy of their magazine *Off-Side-Undo* which listed various activities members partake in including a British Car Day and Highland Games taking place on August 26th. If you live down there in the deep south, the club can be reached through the Chancellor of the Exchequer, Alex Wade, 63 Willowbrook Road, Brandon, Mississippi 39042 or you can call Chief John at (601)634-2803.

A FRIEND IN NEED?

Many of us, I'm sure, have had the experience of feeling somewhat stranded as our car quits and coasts to a halt at the roadside somewhere miles from home, where despite all our knowledge, we find we need help, usually from AAA.

Well, if you live in California, all is not lost. You might even be able to get a fellow enthusiast to come to your aid! The "Little British Car Travelers Assistance Program" is operating in the Golden State, where like-minded British car owners will come to your side and offer help in whatever form is needed. The first listing of good Samaritan phone numbers has now been published and organizer Jim Messineo tells us that the number of willing participants is increasing

every day as word of the LBCTAP gets around.

If you feel that you would like to help fellow travelers stuck in your area, please contact Jim at P.O. Box 312, Elk Grove, CA 95759, Phone (916)761-3316. You never know when you might need to use this entirely voluntary scheme yourself!

(We know of at least two major clubs out there who operate similar schemes nationwide. Membership in the North American MGB Register brings a booklet listing many members willing to help fellow members in distress. The Vintage Triumph Register operates a similar scheme.—Ed.)

VIVA LAS VEGAS!

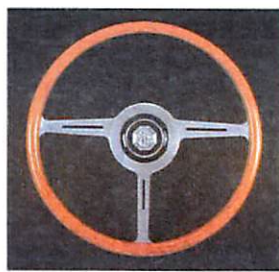
One of the biggest and most enthusiastic contingents at this year's Festival came all the way from "Glitter Gulch". Just imagine if your club meetings could be held in one of the finest auto museums in the country? If you live within reach of "Lost Wages" and your interest is in British cars this could be your monthly night out. The British Auto Club of Las Vegas meets the first Wednesday of every month in the museum at the Imperial Palace. For further details contact Ken Korotkin, 16 Barton Springs Circle, Henderson, NV 89014 or call (702)897-9711. Having met the members we can assure newcomers of a warm welcome.



Jaguar Eared Knock-Offs

Dress up your car by replacing old battered knock-offs with sparkling new ones from Moss. Our knock-offs feature the correct stamped "Jaguar" lettering and beautiful polished chrome. These fit XK120, 140, 150, E-Type, and other Jaguars with wire wheels originally fitted with eared knock-offs.

R/H	011-880	\$44.95
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MGA Factory- Type Wood- Rimmed Steering Wheel

Fine wood and polished aircraft grade aluminum make this

beautiful reproduction of the very rare, original, factory optional steering wheel a focal point of your car's interior. If you are ready to replace your old, cracked and wobbly original stock steering wheel, you can't do better than to replace it with this outstanding English steering wheel.

263-255	\$398.95
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MGB Jack

Top-notch reproductions of the original MGB jacks are now available! Authentic enough for your concours restoration, and a lot sturdier than the worn out old originals, these jacks are sure to please every MGB owner.

386-920	\$97.50
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MOSS MOTORS' EXCLUSIVE LISTING OF BRITISH EVENTS!

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 October 31, 1995. Send details of your 1996 event now! (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.)

British Events Calendar

AUGUST

- 5-6 All Triumph Drive-In, Abbotsford, British Columbia, Canada, (604)574-3341
- 5 11th Annual British Car and Cycle Day, Dayton, OH, Jim Quillen (513)252-1948 or Skip Peterson (513)293-2819
- 11-13 Concours D'Elegance, Concord, MA, David Roth (603)465-3787
- 11-13 MGC Register Convention, Portland, OR, (704)274-2269
- 11-13 TRF Summer Party, Armagh, PA, (814)446-4423
- 15-18 North American MGA Register GT, Lansing, MI, Dave Quinn (517)782-9749
- 17-20 Austin Healey Encounter '95, Mount Laurel, NJ, Baird Foster (609)235-5862
- 17-20 University Motors MG Summer Party, Grand Rapids, MI, (616)682-0800
- 19-20 Monterey Historic Races and Pebble Beach Concours, Laguna Seca, CA, (408)648-5111
- 24-27 Rock n' Roll National Miata Rally, Nelson Ledges, OH, Jane Schweitzer (216)467-7711
- 26-27 Heartland British Autofest, Davenport, IA, Frank Ega (309)797-2043
- 27 A Taste of Britain, Lancaster, PA, Raymond Emery (717)872-7528
- 27 British on the Green Car Show, Granby, CT, Joe Bardino (203)653-2585
- 30 -9/2 Austin Healey West Coast Meet, Tahoe City, CA, Don Reichel (408)354-2222

SEPTEMBER

- 1-3 Portland All British Field Meet, Portland, OR, (503)244-2296
- 2-3 Kansas City All British Show, KCI Airport, (816)452-3540
- 6-10 New England MGT Register GOF, Lake Placid, NY, (607)432-6835
- 7-10 Moss Motors Collier Cup All MG Vintage Race, Watkins Glen, NY, (800)235-6954
- 9 MOSS MOTORS TRIUMPH /AUSTIN HEALEY MARQUE DAY, DOVER, NJ, (908)755-3794
- 10 British Car Meet, Palo Alto, CA, (310)392-6605
- 10 Battle of the Brits, Sterling Heights, MI, Jack Fuller (810)553-8738 or Steve Calkins (810)268-9495
- 10 All Foreign Sports Car Show and Swap Meet, Cleveland, OH, Daryl Wagner (216)274-3481
- 15-17 10th Annual Northwest Meet, Leavenworth, WA, Joyce Toms (360)876-8236
- 15-17 10th Annual South Central British Car Gathering, Charlotte, NC, Robert Yokley (910)996-3825 or Bill Wood (910)852-3301
- 15-17 British Invasion Weekend, Stowe, VT, Michael Gaetano (617)237-4950
- 16 All British Car and Cycle Show, St. Louis, MO, (314) 428-1120
- 16 MGs On The Green, Lake Norman Campus near Charlotte, NC, Tom Cotter (704)455-3500 weekdays
- 17 Jaguar Concours, Washington, DC, William Moore (703)827-9509
- 17 Out of the Woodwork, Lebanon, NJ, Marq Ruben (301)986-8679
- 17 Richmond British Car Day, Historic Berkeley Plantation, VA, Kevin Allocca (804)282-2361
- 22-24 Indy British Motor Days, Indianapolis, IN, Jeanie Kolb (317)782-3752
- 22-24 Southeastern GOF, Hawssee, GA (404)992-5482
- 22-24 5th Annual Rio Grande Regional Rendezvous British Car Meet, Taos, NM, Chuck Beverley (505)823-9595
- 23 British Car Day, Sevierville, TN (615)428-4608
- 24 British Maddness, Bethlehem, CT (203)354-9501
- 24 The British Car Meet, Woodley Park in Los Angeles, CA, Rick Fiebush (310)392-6605
- 29-30 25th Silver Anniversary Concours D'Elegance British Car & Bike Show, Dallas, TX, Paula Ward (214)233-2403
- 30 MGs on the Rocks, Baltimore, MD, (410)882-6896
- 30 3rd Annual All British Gymkhana (Slalom), Bedford, TX, Steven Ward (214)233-2403
- 30 Classic Car Show, Bakersfield, CA, Curtis Neal (805)366-3469
- 28-10/1 Six Pack Summer Trials Festival, Biloxi, MS, Steve Wilson (601)452-9484

OCTOBER

- 1 San Diego British Car Day, Del Mar, CA, Rick Quinn (619)442-2794
- 6-8 Triumphest '95, Palm Springs, CA, (714)637-4442
- 6-8 British Car Festival, Shenandoah Valley, VA, Thomas Lucus (703)248-6077
- 7 5th Annual British Car Day, Mobile, AL, Ben Caddell (205)661-9388
- 13-14 Memphis British Car Festival, Memphis, TN, (800)344-9683
- 13-14 1995 AMGBA National Convention, Memphis, TN, (800)723-6464
- 13-15 British Car Meet, Charlotte, NC, (919)632-2142
- 21 9th Annual All British Field Meet and Autojumble, Tampa, FL, Max Shimer (813)726-6884
- 21-22 Autumn Classic and Tour, Santa Cruz, CA, Bill Meade (408)459-9636
- 27-29 Low Country Classic All British Car Show, Charleston, SC, Von Patterson (803)548-4590 days, (704)542-2097 evenings
- 28 British Car Day, St. Augustine, FL, Chris Waage (904)285-4998
- 28-29 North American MGB Register Mardi Gras Weekend, New Orleans, LA, (800)NAMGBR-1

NOVEMBER


- 2-5 Southeast Regional Triumph Meet, Daytona, FL, Brent Owens (813)831-8010
- 3-4 Choo-Choo British Car Show, Chattanooga, TN, (615)622-5126
- 3-5 Wine and Dine in Temecula Wine Country, Temecula, CA, Warren Wendt (909)676-5532



Pendleton Wool Motor Robes

Enjoy the traditional way of keeping free from cold evening drafts with our big 52" x 70" Pendleton Mills lap robes. Woven in timeless Scottish plaids from 100% virgin wool, these lush, thick blankets will also provide a touch of comfort to your next roadside picnic.

Red Motor Robe	231-400
Green Motor Robe	231-410
	\$55.00 each



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Authentic reproductions of the always popular Lucas SLR/SFT fog and driving lamps which were commonly fitted in the 1950s and 1960s. These lamps are correct in every detail, complete, and ready to install on your favorite car.

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Driving Lamp	162-700
	\$89.95 each

Mail Orders:
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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 Mon.-Fri. 8 am-5pm PST
Saturday 9am-4pm PST
Dover, NJ Mon.-Fri. 9 am-6pm EST
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 (201-361-9358) showrooms.

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