

MOSS MOTORING

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

"CLUNKER" UPDATE

SCENE AND HEARD ON THE ENVIRONMENTAL FRONT

"As the DC-10 destined for Honolulu speeds down the LAX runway and glides into the air, it leaves more than an ephemeral white streak in the skies above Los Angeles.

On each landing and takeoff, one wide body aircraft spits out about 100 pounds of smog-causing gases. By the end of a typical day, jets at the Los Angeles basin's five commercial airports spew tons of fumes equivalent to that of more than a quarter of a million cars!

Yet, in a metropolitan area where every factory, utility, small business and motorist has already shared the pain of efforts to clean up the nation's worst smog, aircraft remain virtually untouched!"

(Marla Cone—From the "Los Angeles Times" February 20, 1995).

We learn from reader Carl Lucas of South Canaan, Pennsylvania that the following article appeared in the "Scranton Times"...

LUNG ASSOCIATION WANTS JUNK VEHICLES

"The American Lung Association of Northeast Pennsylvania continues to look for salvageable automobiles.

The group is accepting used, damaged, or otherwise unwanted vehicles while offering a substantial tax deduction opportunity.

The continuing campaign is being done because older vehicles generally emit dangerous pollutants which damage the environment and contribute to a variety of lung diseases, Association Officials said.

Proceeds raised by the sale of these vehicles goes directly to the local association, they added."

Carl comments, "Obviously they wish to play on our sympathy for helping a worthwhile organization, while at the same time it destroys our hobby of older, collectible cars."

"PRINCE OF DARKNESS" SHINES BRIGHTLY!

British automotive giant, Lucas, is taking on hundreds more workers after winning a \$1.5 billion order—its largest ever—to supply advanced fuel injection systems to Volkswagen. The long term deal was won against tough competition from German rival, Bosch.

Lucas will supply Electronic Injector Units (EIUs) to the German firm from its plants in Birmingham and Gloucester, England where at least 300 new jobs will be created. The injectors increase engine performance by boosting injection pressures and are capable of providing twice the engine pressure available from current systems. The increased efficiency of the system will reduce emissions and improve fuel economy, Lucas said.

Lucas CEO, George Simpson, said "the deal confirms Lucas' position as a leading player in the automotive industry," a view confirmed by the stock market where Lucas shares rose sharply on news of the deal.

MOSS ON THE MOVE, AGAIN!



Moss Motors' new location in the "Old Town" section of Goleta, California.

THE STORY OF SHIFTING ONE MILLION PARTS, 20 YEARS OF MEMORIES AND OVER A HUNDRED PEOPLE INTO NEW PREMISES!

Long time readers of "Moss Motoring" might remember a headline similar to the one above which we ran in 1984. At the time, we had outgrown our existing quarters in New Jersey and were moving to a new location.

Well, the price of being the world's largest, oldest and most successful supplier of British sports car spares has now forced us to expand our California headquarters. It's not easy being #1!

The move from our current premises on Hollister Avenue in Goleta, California will not take us very far, about four miles east in fact, and should be completed by the fall of this year. At that time everyone and everything will be installed at our new custom designed 55,000 square foot facility on Rutherford Street in Goleta.

Keen observers will note that this is the current address from which "Moss Motoring" emanates, and the new facility is, in fact, an extension of our corporate headquarters which has long been situated in old town Goleta on

Rutherford Street. Our beautiful new office complex which our architect (an MG owner by the way!) has designed will provide room for additional growth, and will increase the efficiency of our office staff.

We've also spent considerable time and effort designing our new warehouse. After careful study, including field trips to other companies' warehouses, our staff has combined several modern techniques to maximize productivity. Our new system is designed to reduce movement around the building. Picking zones based on frequency of pick and a conveyor system will be used to move orders through the warehouse. We're also expanding the use of bar codes for quality control purposes. While we already ship most orders the same day, we'll be better able to handle future growth and order traffic on extremely busy days.

Throughout the planning and building process our staff, from top management down, have been involved at every level to facilitate a smooth trans-

fer of stock and personnel. The Moss Motors in-house upholstery shop, where we manufacture the finest interiors and tops available, will eventually be housed in the same complex.

As many of you have noticed, and commented on, we have not scheduled any Marquee Days for 1995. We weren't previously able to discuss the reasons why, but now you know! The Summer of '95 is going to be one busy season for us. The new Moss building will have a parts pickup counter, and as ever, we welcome visitors.

So there you have it. Lots of hard work ahead for every member of our staff to ensure a smooth transition without disruption to our normal business. Once the move is completed, it will enable us to move Moss Motors into the next century, giving you better service and an even larger selection of quality parts and accessories. Please bear with us while we undertake this massive operation and watch for details of our grand opening celebration later in 1995!

MOSS FESTIVAL NEWS—FINAL! MOSS BRITISH CAR FESTIVAL JULY 14TH-15TH-16TH, 1995

The Moss British Car Festival is to be held again at the "Flag is Up Farms" in Buellton, California on July 14th-16th 1995. The farm is located on East Highway 246, off Highway 101, between Buellton and Solvang. This three-day event is open to all types of British cars.

The program includes rallies, slalom, funkhanas and many other fun driving events. A giant car show with prizes and trophies for numerous British car categories will be held on Sunday the 16th, the last day of the Festival. All categories of British cars are welcome, pristine or not—sports cars, saloons, buses, taxis—if it's British bring it!

Entry fee for the car show only is \$20.00 and the full three-day participation fee, (paid prior to June 30th) is \$40.00. Spectators are welcome. Admission is \$10.00 a car, so bring the whole family. Gates open at 8 a.m. and there's lots of easy parking!



BRITISH AIRWAYS

Each participating registration will include raffle tickets to win two FREE round-trip tickets on BRITISH AIRWAYS, "The World's Favourite Airline", To London, England. Other valued Festival sponsors include CASTROL, ZYMOL, GTE MOBILNET, ARMOR-ALL, and SANTA YNEZ VALLEY WINERIES.

Plus a special attraction!—We are delighted to announce that during the Saturday program Mr. Norman Nock, who served his apprenticeship with Lucas in England, will conduct a Lucas Technical seminar.

For further information and registration forms for the Moss British Car Festival, please contact Mr. Harry Haigh at (805) 967-4546 or FAX (805) 964-3685.



MOSS BRITISH CAR FESTIVAL
FLAG IS UP FARMS, JULY 14-16, 1995

Moss Motoring is published by Moss Motors, Ltd.

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Production: Jill Lee-Jones, Ideal Images

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Contributions Invited

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

Editor: Moss Motoring
400 Rutherford Street
Goleta, CA 93117

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

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

\$125.00 GIFT CERTIFICATES

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

\$75.00 GIFT CERTIFICATES

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

\$35.00 GIFT CERTIFICATES

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

Our Catalogs!



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

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

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

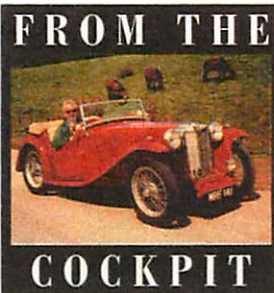
Keep costs down, ask your sales advisor if you have the current edition of our catalog.

As you will have seen from our front page, we are moving house, probably even as you read this! This move is a tremendous undertaking and is one of the reasons why there are no Marque Days scheduled for Goleta this year.

However, once the move is completed we intend to host an "Open House" for all British sports car enthusiasts. It will be to your advantage to keep yourself on our mailing list so that you get full details, dates, etc. before it happens!

Regular readers will have noticed that we've kept banging away in these pages at the various items of clunker bill information and proposed legislation we learn of from a variety of sources. Many of the items we print come from some of our 200,000 readers and we thank you for them. We also thank all those who have written supporting our efforts to make you aware of threats to our beloved British classics. Your letters are appreciated always.

Meanwhile great things happening for the Rover Group in England. You will read about the all-British, all-new MG "F" elsewhere in this issue, but there's more exciting stuff yet to come



Your Editor celebrates 1995, the 50th Anniversary of the MG TC!

from Rover. For instance, ten years ago British Leyland, Rover's predecessor, lost £49.6 million. BMW, the new owner of Rover, is expected to declare that their new acquisition made more than £80 million last year! Ten years ago, 77,000 workers comprised the BL workforce. Today, Rover employs 36,000 and exported 70% more vehicles last year than they did in 1985.

So what are the great things I hear, you ask? Well, Bernd Pischetsrieder, the Chairman of BMW, has told Rover to increase investment by 25% to about £2 billion over the next five years and recruit 300 extra designers for its styling

...the Chairman of BMW, has told Rover to increase investment by 25% to about £2 billion...

and design studios. Pischetsrieder, a nephew of Sir Alec Issigonis, inventor of the Mini, wants to see the return of names such as Austin-Healey, Riley and Wolseley. Rover is known to be investigating whether to build a Jaguar-rivaling luxurious Riley! Rover also has another world-beating virtue—no other company can make an MG! The badge belongs to Rover and the style can only come from the years of tradition, which in spite of the huge changes, will never be swept away.

So in spite of the clunker depressants, rejoice, a new dawn is on the way!
—Ken Smith

Dear Editor... Dear Editor...

Dear Moss,

My sincere thanks on behalf of the Aston Martin Owners Club for your appropriate and generous contribution to our Fall Tour. Our turnout was down due to typically English weather (it rained all day!), but we had quite a number of Austons plus an Allard J2X and a Jensen Interceptor.

Again, on behalf of the club, many thanks.

Yours Sincerely,
John E. Stinsmen
Allentown, PA

Dear Moss,

Many thanks for the gift certificate for my article on double clutching in the Winter Edition of "Moss Motoring"—a very pleasant surprise!

I estimate it will take 132 more gift certificates to be able to restore my MGA which is currently in storage up in Michigan. So, if I can keep up my current pace of two articles a year that means I will have it done by, say, November of 2060?!

Again many thanks,
Steve Tom
Pope AFB, NC

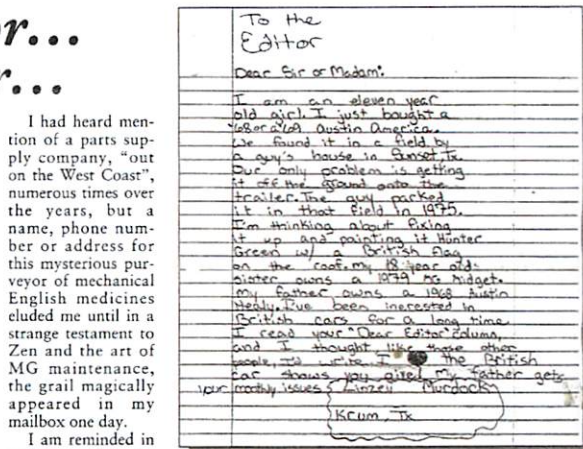
Dear Moss,
"Clunker" Update—You and your readers may already know that Senator Presley, the author of the controversial SB1070 Smog Index Tax for post-1965 automobiles lost his Senate seat in last November's elections. He is now gone from Sacramento!

This does not mean the threat of "pollution taxes" is gone. There will always be someone else to introduce such nonsense bills and we must remain vigilant in regard to our classic cars.

Sincerely,
Jay A. Newsome, O.D.
Fresno, CA

Dear Moss,

I wanted to take a moment to thank you for the truly delightful publication, "Moss Motoring". I have been involved for over 20 years with British sports cars since my first one (a British Racing Green 1959 Bugeye, bought for \$500—those were the days!) which I acquired in 1971.



Start 'em Young!

I had heard mention of a parts supply company, "out on the West Coast", numerous times over the years, but a name, phone number or address for this mysterious purveyor of mechanical English medicines eluded me until in a strange testament to Zen and the art of MG maintenance, the grail magically appeared in my mailbox one day.

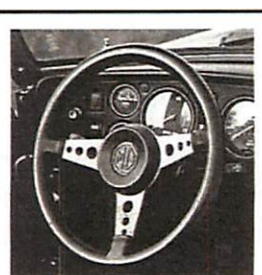
I am reminded in each issue of the joy and excitement I felt behind the wheel of that old Bugeye and continue to enjoy in my '74 Midget. It is obvious that your writers have an enthusiasm for the sport which goes far beyond selling car parts, and for that, my thanks to all.

On another subject, until recently Texas had "Blue Laws" which effectively required department stores and malls to close on Sundays. This provided a wonderful opportunity for sports car owners of all makes and models to gather in the large empty parking lots for an event called Autocross. Such events have apparently disappeared from this area since the stores have been allowed to open on Sundays.

In the years I was active in these competitions, there was never a serious injury to a driver or spectator at any event I attended. The one car on the track at one time format combined with tightly configured courses, provided a safe but challenging test of both man and machine. Whatever happened to Autocross as a sport? Do you have any information about such events especially in Texas or the Southwest area?

Again, my thanks to Moss Motors for making this wonderful publication available to old road warriors like me! Very truly yours,
Don H. Donaldson
Athens, TX

(Wait for the letters we'll receive Don, and you'll see Autocross is still very much alive!—and thanks for your kind comments.—Ed.)



MGB 1979-'80 "Limited Edition" Steering Wheel

You will be very pleased with these new British-made reproductions of the hand-stitched, padded leather steering wheel as originally fitted to the Limited Edition MGB. As hubs are not yet available, you must reuse your original "LE" hub. These may also be used to replace standard 1970-'76 MGB steering wheels which also use a separate hub. Minor machining of the original hub is required (instructions included). Center motif and padded surround are sold separately.

LE Steering Wheel	263-740	\$164.95
Motif	408-280	\$3.25
Padded Surround for Motif	408-290	\$23.50

Continued on page 10

At Full Chat

BY HARRY NEWTON

A few months ago, I was invited to Goleta to serve on a panel assembled to judge a number of British enthusiast club publications. It was to prove a gratifying experience, one that left YT optimistic regarding the future of the sports car fraternity (sorority, too). I was reminded of my tenure decades ago as an officer of the Westchester (County, New York) Sports Car Club, and the difficulty we had in finding editorial staff volunteers who could live with deadlines. As we progressed through the newsletters and magazines, my sense of duty, of being put upon, was replaced by one of discovery. The pages of these publications demonstrate that British sports cars today are perceived as far more than cantankerous appliances, but rather they are the common denominator for a cult-like lifestyle. The session inspired memories of rallies, of gymkhanas and monthly dinner meetings. All of the judges were both entertained and educated by the information found in the pages of the competing publications. My hat is off to the volunteers who put them together.

Today, access to desktop publishing technology enables some pretty professional looking publications to be produced by national, even regional marque clubs. And, it was a pleasant surprise to learn that the scope of our judging would include magazines and newsletters put out by organizations whose focus is on nameplates other than those now associated with Moss Motors. It was the content of the publications and the activities of the clubs that became the primary yardsticks by which our awards were to be

made. Obviously, there still are TSD rallies taking place around the USA and throughout the world. The same applies to concours, time trials and tech sessions, as well as a wide range of social activities.

We were particularly pleased to see considerable current interest in history. Perhaps this is because most of these marques now can be termed orphans. I should like to return to this topic a bit later.

Recently, I again leafed through some of the publications that Ken Smith and Bob Goldman allowed me to keep after we had made our selections. Here below are a few items that really got my attention...

MG VINTAGE RACERS' NEWSLETTER
Editor - Greg Prehodka
Superior reportage of events past and present...a great historical resource...tech tips that not only detail repair procedures, but which present analyses of problem causes.

AUSTIN-HEALEY MAGAZINE
Editor - Bill Emerson
Healeys (Pre-Austin) at LeMans...well researched historic information, supported by period photos.

OIL SPOTS
United British Sports Car Club
Timothy Whisler's chronicle, The Decline of The British Sports Car Empire.

JAMMERS
Jensen Motorcar Club
Mere inclusion in judging demonstrates a commendably catholic posture by Moss Motors towards all British sports car

enthusiast clubs. I found the restoration saga in my sample copy (June, 1994) to be thorough and well presented.

YE OLDE VALVE CLATTRE
Club "T" MG of Portland, Oregon
Editor - Mary Margaret Hite
A nostalgic revisit to Burma Shave's roadside sign ad campaign of fifty years ago.

WHITE LADY
Association of Jensen Owners
Historical Editor - Richard Calver
Article on the early Interceptors included, not only production numbers, but identified markets where the vehicles in question were distributed. Most impressive publication, with much four color photography and near commercial layout and graphics.

THE CHATTER
Emerald Necklace MG Register
Activities, specifically an innovative, year long scavenger hunt. Report of discovery of MGB GT V8 prototype leads to advice, "Know what you are buying or selling".

THE SPANNER NEWS
British Auto Club of Las Vegas
The First Annual Garage & Bake Sale...it's nice to know that there will be a 2nd!

THE ROARS
Houston MG Car Club
We were impressed by Gary Watson's John Thornley obituary. (It recalled our own 1965 lunch with Thornley at Abingdon.)

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CHAPUT CHATTER

In which our Sales Manager, Mike Chaput, ruminates in his inimitable manner.

What is the main reason we drive British Sports Cars? I think the answer is obvious. British Sports Cars provide us with a driving experience that is fun, exhilarating and unique. The cars have a personality all their own and somehow find a place in our hearts. It is this mystique that keeps the British Sports Car hobby alive.

However, mystique alone doesn't keep discontinued parts on the shelf. When was the last time you stopped to ponder "Where do these obsolete parts come from? Who makes them? How do they do it? How much does it cost?" Well the simple answers are—All over, Moss Motors, Decades of experience in the business and lots of money!


Every year Moss Motors invests a major portion of its profits into the re-tooling of discontinued parts for British Sports Cars. Currently we have an active inventory of over 26,000 part numbers and Moss has literally retooled thousands of these items! Stop for a moment and think about this. If all the suppliers in this business adopted our aggressive approach to retooling would there be any discontinued parts? It is also important to note that we not only make the popular items such as steering wheels, pistons, water pumps, etc. but also the very obscure items such as bolts, over-ride supports, vent window pivots—you get the idea?

Another salient fact for you to consider is that our major competitors buy a substantial amount of their inventory from Moss Motors. We feel that it is not only our obligation to reproduce discontinued and obsolete parts, but it is a responsibility we take on gladly with open arms.

We are enthusiasts just like you. Enthusiasm is what started this company 47 years ago and it is what most certainly makes us continue to be so successful today.

I have often wondered, how low could we make our prices if we didn't invest our profits back into the business? I would venture to suggest that no one could come

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"Aston" Gas Cap

This very clever quick-release gas cap looks like those fitted to many historic sports and race cars. But looks can be deceiving, under the flip cap is a neat locking gas cap. The caps themselves are theft proof, and they secure your fuel at the same time. They are very well made, look great, and are easy to install. Fits 1962-'69 MGB, Austin-Healey 100-6 & 3000, and Sprite/Midgets through 1969.



407-125
\$99.95



MGB Cabriolet Tops

Deluxe, UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabrio top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. Available in premium quality British dull-coat vinyl, or extremely durable Stayfast solution-dyed acrylic fabric. Black vinyl top has light grey headliner. Brown Stayfast top has a tan moquette headliner. Installation instructions are included.

Black Vinyl Top	242-775	\$499.00
Brown Stayfast Acrylic Top	242-785	\$699.00



MGB Fender Well Liner Pair

These popular UK accessories are perfect for the MGB "daily driver". The molded plastic liners seal the inner front fender area, preventing salt, snow, and mud from attacking your car's bodywork. Installation is easy, and they fit all MGBs.

457-415 \$54.95

At Full Chat

Continued from page 3

In actual fact, every club publication contained something that sparked a recollection, or that provided historic information that enriched our personal knowledge of automotive history.

Those clubs that already have historians are to be commended for their foresight. And, we suggest that all clubs should establish such a position. An early function might be to record the chassis and engine numbers of every member's vehicles, and to create some means to keep track of any future ownership changes. Then the historian might establish a means to help members trace their vehicles' prior history and chain of ownership.

It's too late now for me to trace the current status of several cars that once resided in the Newton garage...and you shouldn't repeat my errors. There were two MG TDs, a pair of TRs, a ZA Magnette, a first year Sprite, an XK120M roadster, plus a 1963 MGB roadster. Then there was the early, very early, all-aluminum XK120 that Logan Hill sold me in 1958. To my shame, I don't have the numbers of any of these cars in my files today. Had these cars been registered with a

club, there might be a way to trace their current whereabouts.

In that regard, Morris Hallowell called me in 1981 or thereabouts to say that he had an Aston Martin DB5 coupe for sale, and that his archives showed YT as the original purchaser. I'm sure that the AMOC records will forever keep that tidbit of information on file. What those records won't show are the wonderful memories of driving that Fiesta red beauty to Dover, of the rough seas while crossing to Boulogne and the subsequent drive to Le Mans via Paris. After leaving Le Mans, we motored west to Mt. Ste. Michel and then north, ending up at St. Valery sur Somme at a wonderful Relais. In fact, just last month my son Brian and I spent a Sunday searching the Cabourg area for a seaside restaurant where his mother and I had enjoyed the world's best Moules Mariniere on a sunny June day on that memorable trip. We didn't find the exact restaurant, but we did find a bistro that served a fine canard followed by an unbelievable Calvados soufflé. And that, my friends, is an example of the value of keeping as much information as possible about your cars.

MOSS

SORRY!! No More Classic-fied Ads

Owing to increasing pressure on space in "Moss Motoring" we have reluctantly made the decision to cease taking advertising for reader's cars offered sale in our Classic-fied advertisement section. We hope this will not inconvenience readers too much and advise them to place their future adverts



in one of the many other excellent automobile publications such as "Hemmings Motor News" or "British Car Magazine".

MOSS



NEW MANAGER FOR MOSS MOTORS

We are delighted to welcome to the Moss Crew, Joe Capela, who has been appointed Eastern Region Manager of Moss Motors. Joe will be based at our East Coast facility in New Jersey.

A veteran of 27 years in the automotive industry, Joe brings a wealth of experience to this demanding position.

He began his career with North County Motors on Long Island who were main agents for MG, Triumph, Alfa and other fine marques.

Joe then moved on to BAP/Geon, Volkswagen and even a spell with Lucas before spending the last nine years with Volvo prior to joining Moss. An accomplished catalog and parts technical manager we feel he will be an asset to our management team as we progress towards the next century.

Home for Joe and his wife Pietrina, is Chatham, New Jersey where they love walking and the open air in general. This latter trait is sometimes catered for by a 1977 MGB which Joe has owned for the last seventeen years! An active member of the MG Car Club Central Jersey, he looks forward to meeting as many of our customers as possible. As Joe assumes his new position, we wish him every success.

MOSS

FURTHER CONFESSIONS OF A BRITISH IMPORT CAR DEALER

In our last issue we gave you an insider's view into the world of dealers who sold British sports cars when they were new. Our "Deep Throat" now continues his tale!

So you STILL think it's original, eh? Surely a swap of an interior is not going to count, is it? Well, how about swapping a set of wheels? Disc to wire or vice versa? To "Get that car sold and delivered" no matter what, as we told you in our last issue, was of paramount importance, and all kinds of swaps were accomplished—even wheels!

Now to change a disc wheel car to wire wheels many things need to happen. On an MGA for instance, not only the wheels are changed, but in order to move that car out in the fastest way possible, the complete rear axle assembly and the front suspension—everything from the shocks to the lower A-frames on both sides were changed in short order! Whoops!—another two completely original cars now with the wrong axle numbers!

These are not fairy stories I relate to you here, these are absolute facts because I was there! However, not only did the distributor make changes to satisfy his dealer demands, but the dealer also made changes to satisfy his customer's demands and many of the changes and modifications were NOT undertaken in secret. Most of the time they were done at the urging of an impatient and demanding customer who may have been waiting a long time for their British car to arrive only to find it was not equipped to the specification ordered.

So "Forget it!" says the customer, "I wanted wire wheels." "No problem," says the dealer with a smile, "for you,

because you have waited a long time, we'll change your wheels with that car on the showroom floor, and we'll have it done by closing time." "Great!" says the customer, "we have a deal."

In the 1950s through the early 1970s most people buying European cars were not enthusiasts, at least not like we are today. They were enthusiastic about owning a nice sports car, but never gave a thought to the fact that some day it might be a collector's item. It was mainly just fun transport and when they purchased a car, they wanted it NOW! The dealer, meanwhile, wanted to get the car sold and delivered NOW! To accomplish this a great deal of swapping, changing, even repairing was done at very short notice.

To get a new part in exchange for a new part off your new car was acceptable and was almost always agreed upon by both buyer and seller. However, there were many other parts and assemblies that were changed within the warranty period of your "original car" that only the dealer knew about. This was not, I stress, "cheating". It was all part of the warranty policy and some of the changes and repairs were done in a very speedy (flat rate) fashion.

Now believe me, not all dealers were unethical, most were very honest and did good work, but sometimes necessity was the mother of invention and when you had to innovate because of the lack of a specific part, strange one-off parts sometimes appeared on, in, and around the whole mechanical spectrum of the car. Some of the makeshift items were pure genius, others a continuing nightmare!

So, are you still sure your car is original? Ready to bet on it? Don't!! And I'll tell you why in our next issue.

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MOSS

Chaput Chatter

Continued from page 3

close to our pricing. However, it is also obvious that if we adopted this policy of non-reinvestment we would be shooting ourselves in the foot and striking a massive blow to the long term health of this industry. In a short period of time hundreds of parts would be unavailable again, and your classic would die an untimely death at some point in the future. It would only be a matter of time!

So, I pose a few questions you might ask of yourself. Does my supplier care about my car or just about my money? Is my supplier an active and willing participant in the preservation of this great hobby? Does my supplier ever get out on the road and support the hundreds of clubs and meetings that also contribute greatly to this wonderful escape from the trials and tribulations of everyday life? Are the parts I am buying of good

quality and manufactured to OEM specifications? Does my supplier care about ME?!

If you buy from Moss the answer to all these questions is a resounding "YES"! Clichés become clichés because often they happen to be true. Two clichés that come to mind—"You get what you pay for" and "Price isn't everything". You know, we make this promise to you as a customer and fellow enthusiast every day—When you support Moss, then Moss will support you! For a long time to come.

As always your letters and comments are welcome. Have a wonderful summer!

—Mike

Phone 1-800-235-6954 ext 3216
or Fax 1-805-968-6910

MOSS



Blue Wiring Harness Tape

We have imported this English "just

like original" blue wiring harness tape so you can restore the look of your serviceable, but slightly ratty-looking, wiring. This tape, as original, is not self-adhesive. Examine your wiring harness carefully, and you will see how this tape was used. For most MGBs and Midgets from approximately 1969 on, most TR4s, some TR4As, and any other British cars with blue vinyl taped harnesses.

162-030

\$3.45

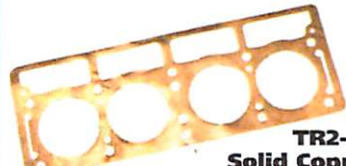
TR4 OE-Style Swaybar Kit



You will be amazed at the difference this swaybar kit will make in the way your TR4 handles. An authentic reproduction of the factory-supplied option, the kit is complete with all required mounting brackets, hardware, and instructions. Perfect for road cars and mild competition work.

660-968

\$174.95



TR2-4A Solid Copper Head Gasket

Remember the steel "Corgasyll" head gasket that was offered by Triumph for competition use and as a component of the compression lowering kit? The original manufacturer still has it in production, but it is now made of solid .020" copper.

694-505

\$85.50



Triumph VIEW POINT

TWENTY YEARS OF THE TR7— TRIUMPH OR DISASTER?

This year marks the 20th anniversary of the introduction of the Triumph TR7, a car which over time has been both maligned and only faintly praised. Our correspondent, Mark Dixon, recently tested two fine examples owned by TR7 enthusiasts and reports thus...

"I have to confess that while TR7s have never figured prominently in my list of all-time dream cars, I've long suspected that they weren't as bad as myth would have it. So, when I was offered the opportunity to drive a pair of '7s I quite looked forward to the experience.

Charles Porter who lives in North Yorkshire owns an immaculate silver TR7 convertible, while his girlfriend Sally drives a red TR7 fixed head as her daily driver. Charles has also won various concours trophies with his car.

One of the greatest crosses the TR7 has had to bear is its controversial styling. You've probably heard the wonderful story about how designer Harris Mann got so fed up with having his preliminary designs rejected by Leyland management that he deliberately submitted a ludicrously over-the-top sketch, never dreaming they would take it seriously. Of course they loved it!

"Motor" magazine summed it up like this, "The styling is, shall we say, different (opinions vary, though few people actually seem to like it) but in the modern Leyland wedge idiom."

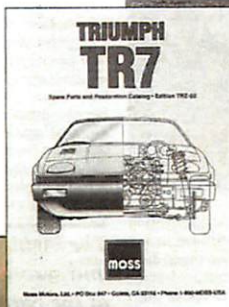
It was the proportions of the car which offended many. The high slab sides were capped with a turret-top window area which was certainly unusual to say the least. The much better looking convertible would not be launched for another four years.

Today, two decades after the fixed-head first appeared, familiarity has given the TR7's shape a sort of respectability and it no longer looks as odd as it once did. If you think back to 1976 when the Jaguar XJ-S was launched you'll probably remember the controversy that caused and yet the characterful looks are now a major part of its appeal.

Curious looks were only part of the problem with the early TR7. For a start, it was not over endowed with power, since the engine was basically a 2-liter Dolomite block with the SOHC cylinder head of the Dolomite 1850—not the twin cam Sprint item. In European spec., the engine put out only 105BHP when even the late de-tuned TR6 could offer 125BHP.

More annoying from a driver's point of view was the four speed gearbox, also

lifted from the Dolomite. The ratios were strangely spaced, giving a comparatively high first gear (not good for quick get-aways!) and a too-low fourth equating to 5,000RPM at 90MPH. Early TR7s were not refined high speed cruisers!



Prototype TR7 during testing.

classic case of too little, too late, and the TR7 sadly went out of production in October 1981.

pitching or floating. The suspension is soft by the standards of most sports cars, and was deliberately made so to suit American driving conditions, so it can become positively soggy on less well-maintained examples than this—worth remembering if you're looking to buy a '7.

The touring side to the TR7's character is emphasized by the excellent seats, which support well, and a reasonably draught-free interior. Other points where the '7 scores over more "traditional" sports cars is in the modern heating, ventilation system and a decent top.

My experience of Sally's fixed-head TR7 was short but instructive. Her car is from the last 50 or so fixed-heads made and is in remarkably sound condition with only a small amount of rust pimpling on the front wheelarch lips to betray its daily use.

The interior is deceptively light and airy once you're inside, with a surprising distance between the back of your head and the rear screen, which reduces any tendency towards claustrophobia.

On the debit side, the thick rear quarter pillars could prove a nuisance at junctions. I was not too keen either on the tartan interior trim, which also made an appearance on certain Vauxhalls. What was it about tartan in the seventies? The Bay City Rollers have a lot to answer for...

Sally's car retains the original steering wheel, which is noticeably larger than the one fitted to Charles' drophead, but its size doesn't compromise the handling and it certainly gives the tall driver a clearer view

Continued on page 12

ON THE ROAD

I tried the drophead over some twisting, moorland roads and instantly felt at home, because there are distinct similarities with the Rover SD1 that I drive every day. The column stalks, the slightly vague gearchange, the long-travel brake pedal, the relationship of the instruments to the driver—all are familiar.

Strangely enough, despite its flashy seventies exterior, the TR7 is remarkably restrained inside. It's definitely of its time—all flat surfaces and hard plastic—but very inoffensive with it. There's a slight *Space 1999* feeling about the way the windscreen slopes down far away from you, leaving a long expanse of dash top in between, but otherwise there are no surprises.

User friendliness is apparent on the move too. It's an easy car to drive straight off. If you owned a car rental agency you could hand out TR7s to strangers with impunity. That's the upside of the BL parts bin approach to the TR7's construction. The engine is no Italian twin-cam jewel but it's reasonably smooth and makes a pleasant roty noise! What it doesn't like is being thrashed. The rev counter may be red-lined at 6,000RPM but for most purposes 4,000 is a practical limit. It's all you need, since the car doesn't go any quicker at higher revs, and you might as well spare your ears!

Steering is commendably light and positive, helped on this car by the small Moto-Lita wheel which was fitted to the TR8s. On the dry moorland roads with their tight, spiraling corners the '7 felt composed and secure, allowing you to make the most of the available power without trauma. Furthermore this car is on standard suspension. Some owners like to uprate the springs, says Charles, but he finds the factory set up quite adequate.

Sampling the truly remarkable ride quality, I'd have to agree. We were traveling fairly quickly on narrow, bumpy roads, and yet the car soaked up the troughs and ridges impressively, without

For reasons best known to themselves, BL never offered the overdrive unit used on the Dolomite, giving the TR7 the strange distinction of being the first TR never to have an overdrive option. The problem was temporarily solved in late 1976 when the five-speed SD1 gearbox was made available, but the American market quickly soaked up available supplies and the option was discontinued for the UK from January 1977. It was not reinstated until 1978, when it became a standard fitting.

But perhaps more influential on sales than anything else was the dreadful quality of the cars coming out of BL's factory in Speke, near Liverpool, where the TR7 was initially built. This was at the peak of BL's industrial troubles with its workforce and the infamous days when the unions dominated their workers. According to one ex-Triumph shop steward, memos were even being circulated on the shop floor about how to sabotage the cars before they left the plant! This manifested itself in corrosion problems—cars not being treated properly at the factory—and a spate of car fires in the USA, caused by faulty wiring looms. Hardly surprising then is the fact that early cars are not sought after today.

Things started looking up with the introduction of the five-speed gearbox as standard in 1978, together with a stronger rear axle. The TR7 did not come of age until 1980, when the convertible versions went on sale in the UK for the first time. It was a much better looking car than the fixed-head, and unusually comfortable for an open car. But it was a



TR6 Cowl Vent Screen

Remember when you set the "eyeball" vents directly at yourself (or even worse, that special passenger you wanted to impress) and promptly got bits of leaves, dirt, and who knows what else blown directly in your face? This handy screen fits under the air intake grille on 1973-'76 TR6s to keep leaves and other debris from entering.

803-895

\$8.95

TR2-4A Alloy Valve Cover

If you bought Triumph new from the dealer with an optional alloy valve cover, chances are you got one which looked just like this. These are superb reproductions of the much-sought-after period covers with the colorful enameled world badge and red Triumph script on a chrome-plated plate. Covers are supplied with large knurled nuts and an oil filler/breather cap just like the originals.

852-085

\$198.50



TR4-4A Door Striker Plates

If your doors don't open and close the way they should, or once closed, rattle up and down, your 28- to 33-year-old, worn-out striker plates could be the cause. These top-quality reproductions may very well solve the problem.

Right Hand Striker Plate

803-120

\$19.95

Left Hand Striker Plate

803-130

\$19.95



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



THE MG MIDGET GTs

by Bruce Wyckoff

Midget GTs? That's right Midget GTs! The factory in Abingdon actually built Midget GTs. Well, at least three of them, and they had to be built in secret, so the mother company (BMC) would not find out. But this story starts out back in 1955 with a man named Dick Jacobs.

Dick Jacobs was a successful driver with the "Works" in the early 1950s. He won his class five straight years behind the wheel of an MG. He was driving one of the two brand-new prototype MGs (MGA) in the 1955 LeMans. During that race however, there was an awful crash, and many spectators and some drivers were killed. Jacobs was involved and came very close to losing his life. It took almost a year for him to recover from his injuries.

Jacobs retired from driving, but he didn't retire from racing. He managed the Magnette Racing Team (1956-1958) and the MGA Twin-Cam Racing Team (1958-1962). In 1961, Jacobs was interested in creating a new racing team. He took a special interest in the MG Midget and set up a meeting with John Thornley and Sid Enever at the factory. Thornley and Enever were intrigued with the ideas that Jacobs presented, and agreed to the proposal under the condition that the factory would build the cars, but they would be on loan to Jacobs, who would manage the program from his Woodford location.

But why were they created in secret? Stuart Turner took over the BMC Competition Department in 1961. BMC

had put restrictions on MG's Competition Department since 1955 (partly due to the accident at LeMans). While other divisions' competition departments (Austin-Healey, Mini-Cooper) were openly supported, MG was not!

So with the ideas of Jacobs, the works commenced building three Midget GTs. The bodies were aluminum on standard steel chassis. The hatch was formed to Jacobs' specifications. Other changes were also made. The windshield was angled back and an extension was added to the front, at the request of John Thornley, who believed in increased airflow. The engine was a stock 948cc block which was bored out to 979cc in keeping with Formula Junior standards at the time. A Weber carburetor was also added to produce 80BHP. With the exception of a few other points, these Midgets were very close to stock production. When the three cars were finished, two were painted green and the third one blue.

Now that the cars were set, Jacobs had to find drivers for his team. He went back

return to the Competition Department at Abingdon.

Their second season of racing was once again successful. The highlight was a first and second finish in class at the Nurburgring 1000 Kilometer Race. The Midget GTs were the highest placed British cars in this event.

In 1963, the Midget GTs made their first appearance at Sebring, Florida, but this time they were no longer under the management of the Jacobs Racing Team. This particular Sebring 12-Hour Race is well known because of the downpour that occurred during the race. Of the two GTs entered, one left early with engine trouble, but the other one took second in class. The next race brought the Midget GTs to the Targa Florio in Sicily. After 447 miles, the driving team of Paddy Hopkirk and Andrew Hedges finished second in class and 11th overall.

The highlight was a first and second finish in class at the Nurburgring...

With the Targa Florio behind them, it was time for another road trip. This time it was back across the Atlantic to America and the Bridgehampton 500. When the dust had cleared, the Midget GTs had finished 1st and 3rd in class, and 6th and 11th overall. Their best day ever! Added to this was a 2nd in class finish at the GT Constructor's Championship. This put the close on a successful 1965 racing season, in fact, at the end of 1965 the Midget GTs were solidly in second place behind Abarth Simca. What was interesting about this was that the Midget GTs had only entered four of nine qualifying races that determined the standings.

While the two Midget GTs were racking up points on both sides of the Atlantic, the third Midget GT was being raced in



to his past racing teams and hired Alan Foster (MGA Twin-Cam Team) and Andrew Hedges (Magnette Racing Team). While two of the cars went with Jacobs, the third went to John Milne of Scotland.

In their first race at Goodwood, Foster missed setting the class record for a single lap by about 9 seconds. At the end of 1963, the Midget GTs had finished third in the Autosport Championship and FIRST in their class. After each racing season would end, the Midget GTs would

Scotland, where John Milne won the Scottish National Speed Championship.

Our photographs depict a Jacobs Midget GT which is now owned by Syd Beer of Houghton, England.

As a side note, there was a company called Lenham Motor Company which made a fiberglass bodywork which could make your old Midget look just like one of these racing Midget GTs from years ago!

SEVENTY YEARS ON—ANOTHER NEW MG!

Following the success of the limited production MG RV8, Rover Cars unveiled the latest octagonal wonder, the MG-"F" at the Geneva Auto Show in March of this year.

The first MG, circa 1925, was a hybrid of several manufacturer's bits and pieces and to some extent the "F" follows the same pattern some seventy years later. It is also the first all-British model to have emerged from Rover's car division since the 1984 MG Montego.

A genuine two-seater sports car, the "F" has a fold-down canvas top—unusual for a mid-engined car. The steel monocoque body, built by Motor Panels, is quite heavy, partly because it carries subframes at both ends, and also because it is well engineered for good crash performance. The chassis will utilize Hydrogas interconnected suspension, as used on the Metro, pioneered by Sir Alex Moulton. The suspension has been improved over the Metro's and incorporates the latest thinking of Sir Alex in areas of the internal valving of the hydrogas spheres, which is the key to making the system work well. The Metro's brakes are also carried over although discs are now used at the rear instead of drums.

Electric power-assisted steering is used instead of hydraulic power. With a mid-engined car, this saves running hydraulic lines forward from the engine. Speaking of which, there are two versions of an all-new 1.8 liter Twin-Cam 16-valve "K" series power plant designed entirely by Rover without any input from Honda or BMW! The basic engine delivers 130BHP, while the up-market version equipped with the unique variable valve timing system should be good for 150BHP. Despite the weight of this little MG the performance is expected to be brisk without setting any records. A top speed of around 130MPH and zero to 60MPH in eight seconds is expected from the 150BHP version.



Designed entirely in-house by Rover, the "F" is targeted for sales of 40,000 units in the first full year of production. With 8,000 to 10,000 of these going to Japan (who took quite a number of MG RV8s). The new MG car is not fully engineered for US regulations at present. However, BMW, the owner of Rover is anxious to see MG make an early return to the United States. This would make good sense, not the least because the US was the biggest market for MGs and the marque still commands a huge, loyal following as we well know!

You might wonder, "Why MG 'F'?" Early speculation was that the car would be the "MGD" following the MGC. However, following the 1986 concept MG, the "EXE", it seems logical that the alphabetical progression should be maintained—hence MG "F"!



MG TC Split Lens D-Lamp

These quality "Split Lens" reproductions are made exclusively on our behalf. They include correct type internal reflector for license plate bulb and glass lens.

143-900 \$98.50



MG Spark Plug Holders

A set of spare spark plugs is always at hand with these convenient and attractive spark plug holders engraved with the MG octagon logo. Patterned after the once common firewall mounted holders of many pre-war MGs, but machined from solid blocks of aluminum,

these holders add a bit of visual interest to your engine compartment as well as being wonderfully functional. Available in two variations—"plugs up", with the plugs above the holder for vertical mounting (suitable for T-Series and MGA), and "plugs down" (as shown in photo), for horizontal mounting (suitable for MGB).

Spark Plug Holder, Plugs Up	381-710	\$29.95
Spark Plug Holder, Plugs Down	381-715	\$29.95

MG

VIEW POINT

SIXTY FIVE YEARS ON...A YEAR OR TWO IN THE LIFE OF AN MG 14/40

Recently, we were delighted to welcome to Moss Motors a friend of ours who owns a very rare MG indeed! Cyril Mellor from Burton-on-Trent in England was our visitor and he is the proud (and fortunate) owner of a 1928 MG 14/40. An MG, by the way, which was not built at Abingdon but at Longwall Street in Oxford!

Cyril graciously agreed to our request for further information on this magnificent machine which is used almost daily in summer and here's what he told our scribe...

"The car was first spotted by my eldest son, Neil, an enthusiastic modern Midget owner. It was in an open-fronted outbuilding adjoining the house of a Lagonda enthusiast in Suffolk. The story is that the 14/40 had been exchanged for a Lagonda body!

On seeing the car, the first truly Vintage MG I'd ever seen, the idea of rebuilding it, providing it could be purchased, appealed to me immensely since my retirement was approaching and I had spare garage space, provided I parted with my weekend car, a 1500cc Midget.

After some months of frequent inquiries I was invited down to Suffolk



home, not to photograph the car's arrival, but to record the look on my wife Elma's face when she saw what I had bought!

Contact with the Vintage MG Register of the MG Car Club revealed that XV 9508 was the oldest of the four known remaining MkIV two-seater cars in existence and I was given photos of a similar car which now resides in the York Museum in Australia. The National Motor Museum at Beaulieu also provided me with a couple of photographs of this other car prior to it being shipped out to Australia.

Armed with this information, plus some unbounded enthusiasm, I removed all the body panels that some previous owner had fitted using 16 gauge aluminum and odd angle strips of metal, all held together by an assortment of tin tacks and brass screws!

A new floor was fabricated, the ash frame of the duck tail reshaped and the dickey seat was narrowed until it looked right when compared to the photographs. From the doors forward it presented no real problems since it is almost identical with the four-seater model and by this time I had met several four-seater owners and had been able to compare notes.

Repaneling commenced and I was helped enormously by a neighbor who, through his employers, was able to supply ample aluminum sheet at modest cost! The comparatively easy bits on each side of the scuttle were done first, since they have but a single curve, all the edges being annealed before being flanged over shaped timber formers. For our younger readers the annealing was achieved by heating up the metal with a blow torch until a black mark is left on the sheet when rubbed with a spent match. Who needs a pyrometer?!

The old saying, "Measure twice—Cut once" came into play on tackling the rear and side panels. By the time it came to paneling the doors my fingers were devoid of finger prints as a result of handling the hot aluminum, gloves having been discarded as being useless when trying to pick up panel securing pins with them on! The door skins, having a compound curve, required that they be annealed all over and then flanged and crimped down on the door frame while still b****y hot! The encore was to try and make the second door look a total match to the first one. This was achieved, but it took rather longer—two days longer in fact!



MG TC-TD Moto-Meter

Vintage-style chromed Moto-Meter thermometer already mounted on a new radiator cap. A cool way to keep an eye on your engine temperature.

230-130

\$89.95



MGA 3-Piece Front Bumper Set

Moss has the solution to the old problem of reproduction bumpers not being "quite right"! Our new MGA bumpers are made from brand new tooling to ensure they are just like the original in all respects. These bumpers are so good that your original overriders will fit perfectly. (But why spoil the look of a new bumper with old overriders when our new overriders are super quality? #454-940.)

454-880

\$72.95



1962-'74 MGB K&N Air Filter Elements

You can now have the superior performance of K&N filters on your show car without sacrificing a bit of original appearance, since these filter elements fit inside your original air filter canisters. K&N filters offer the advantages of high air flow, maximum filtration, and long filter life. They are also reusable—when dirty, washing and re-oiling are all they need. Sold individually.

372-395

\$26.95



Photo by Dr. Carl Meyer

By now winter had set in and I retired to the spare bedroom to give myself some sewing machine lessons! Part of the seat upholstery still existed and this was carefully unpicked and copied. The Dickey seat was reupholstered and the door and other trim panels made up. I made every effort to keep all these things as authentic as I possibly could.

As the days grew warmer I returned to the garage, overhauling the clutch and dynastarter, checking the crankshaft and bearings, the magneto, etc., so that on its sixtieth birthday I could start it up and drive it out of the garage and back for the first time. No radiator, no exhaust or fenders, but at least it started up and was driveable!

The old saying, "Measure twice—Cut once" came into play on tackling the rear and side panels.

The rear fenders that came with the car were correct but the front fenders were a shambles! New inner panels had to be fabricated and the rear 18" reshaped, most of the reshaping being done over a spare wheel rim and tack welded a little at a time. Once again, the second set took a lot longer than the first set to complete in order to achieve a matching pair.

New bonnet sides were then made up, the side louvers being formed for me by a local sheet metal shop. That task and the 8 foot long side valances were the only "contracted out" jobs on the whole rebuild! I next made up the running boards and built the silencer, while at the same time completing the rewiring of the electrics. Then came, for me, the least enjoyable part of the job, that of preparing and painting—a long and tedious task.

By the time this was completed, I had made contact with another 14/40 two-seater owner in Dublin, Eire who supplied me with details of his car which has been in Southern Ireland since 1936 and is in very original condition. He kindly sent me photographs of his car including one with the top up—a very rare sight indeed!

Then it was back to the hacksaw and welding to rebuild what was left of the top frame. Up to the spare room again for more sewing, only this time the material was a bit thicker and as it came together more difficult to handle. Here

again the old adage of, "Measure twice—Cut once", was the order of the day.

So it was that on my wife's birthday we took the 14/40 out for the first time and won first prize at our village show—on the hottest day of the year! We've been having fun with the "Old Girl" ever since. Trips on various runs around England, tours to the Continent and a memorable excursion to New England (with the car!) for the Triple M Raid in 1991. I don't think concours events are really my scene. It's far more enjoyable to be driving the car than wiping off some sticky finger marks in some corner of the show field!

As the MG nears her 67th birthday we again are planning to take her to Holland for the Dutch MG Car Club's Silver Jubilee. Meanwhile I'm off for another cup of tea and then I think I'll check the tires in readiness for the start of another great season of vintage motoring—14/40 style!

—Cyril K. Mellor

(A few technical notes on the MG 14/40—Four cylinders with a capacity of 1802cc, a single Solex carburetor and a wet cork clutch. The power unit produced about 35 BHP @ 4000 RPM and massive 12" drum brakes brought the car to a stop!—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 MG Register
34 Park Avenue
Asheville, NC 28803

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

APPLICATION FOR MEMBERSHIP IN THE SOCIETY FOR THE PRESERVATION OF BRITISH SPORTS CARS AND THEIR CAREGIVERS

BY CHRIS BALL

(Any similarity to a real test, real society, or real car is totally by mistake!)

Every year we see worthwhile examples of British craftsmanship subjected to needless suffering and breakdowns due to placement in homes which are simply not prepared to offer the care and dedication required. At every car show we see *relationships* subjected to the same and a little forethought could avoid most of this.

Are you thinking of giving a home to a British Sports Car? Are you thinking of entering a relationship with someone who has done this already? Well, take the time to fill out this simple application test for the S.P.B.S.C. & T.C. You'll be glad you did!

THE CARS THEMSELVES

- British Sports Cars were made for:
 - Driving.
 - Export.
 - A "loss leader" for exhaust pipe manufacturers.
 - Repairing.
 - All of the above.
- If you have a British Sports Car constantly in your driveway you:
 - Ow it.
 - It owns you.
 - Have oil spots on the drive.
 - Have entered into a deep relationship with it.
 - Are mentally unbalanced to some degree.
 - Have way more fun than most people.
 - All of the above.

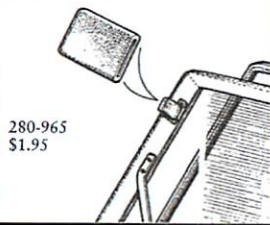
DRIVING TO SOMEWHERE

- You are going to a picnic and car show 25 miles from your home. The trunk should be filled with:
 - The food and drink.
 - Extra clothes.

MGA Sidecurtain Anti-Rattle Sleeve

This moulded rubber sleeve fits over the brackets on the leading edges of factory-type sidecurtains. When was the last time you saw one of these?

280-965
\$1.95



fabrics will eventually allow dust to filter down through onto your paint, but not Tyvec®. Whether you're looking for a garage dust cover, or a way to keep the sun off your car during the day, economical Tyvec® car covers are the answer to your auto storage and finish protection needs.

- #1 Universal Fit (NOT for TR6, MGB GT, Austin-Healey 4-seater, or Jaguar XK.)
236-440 \$79.95
- #2 Universal Fit (FOR TR6, MGB GT, Austin-Healey 4-seater, or Jaguar XK.)
236-440 \$79.95

- Tools and spare parts.
- Your mother-in-law.
- More tools and parts than are already in there now.
- What's a trunk?

MAINTAINING THE CAR

- Wire wheels are:
 - Often somewhat round in shape.
 - To assist in brake cooling.
 - Beautiful to look at and a joy forever.
 - For people who need a second hobby and love cleaning.
 - Tuned by people who always wanted a musical instrument and couldn't afford to play one.
 - All of the above.

5. You fine tune your British Sports Car, replacing the plugs, points, condenser, distributor cap, ignition leads and all the filters and fluids. The engine starts on the first try and idles smoothly at 800 RPM. This is because:

- Regular maintenance has its rewards.
- You carefully followed the manual you bought from Moss Motors.
- You've led a good, honest life—this week at least.
- You've bought the correct quality parts from Moss Motors.

- You're not going anywhere and were just testing it.
- You held your head, eyes and lips at the correct angle and the planets are aligned.
- All of the above.

THE RELATIONSHIP SECTION

6 Your fiancée owns a British Sports Car and is driving it to a wedding, where the bride and groom will use it as a get-away car and photo shoot prop. You choose to go along, but you will:

- Warn the couple that the cars are highly addictive.
- Follow your fiancée to the event in a "real" car.
- Pack overalls, extra fuel, and all tools in the "real" car.
- Write a long list on how to start and drive a sports car.
- All of the above.

7. Same wedding question, but now you're older, wiser (or something) and elect NOT to go along. Your fiancée goes alone, returning the next morning at 4 a.m. seemingly inebriated, filthy, and with half a pair of party hose in one pocket. You know right away what happened:

- It was a night of wine, song and revelry. Your faith in your fiancée is destroyed.

- It was a night of wine, song and revelry. Your faith in British sports cars is weakened.
- The fan belt broke and the party hose did the trick. The inebriation is just delirium that the car is home. Your first question is, "How is the car?". Faith in your fiancée is cemented firmly in place. Your faith in British Sports Cars is unwavering.
- You cannot use all of the above (you wimp!)

7. You decide to get married anyway. Looking at the pile of gifts, three of them really stand out as lovely presents that show a real insight into your relationship as a couple. These gifts are from: (select three)

- His parents.
- Your favorite courier service.
- Her parents.
- The local paint and body shop.
- The Bridesmaid.
- The top parts supplier (four letters—two the same!)
- The brothers and sisters.
- The local speed shop.

Now, please mail in your responses, allowing eight to ten weeks for a reply. Tests will be coded manually as our Lucas Coding equipment is currently out for repairs!

OF TIMES PAST

By Dave Kercheval
Greenwood, IN

I believe that car memories are imprinted on the back of our eyelids, to be replayed mondo-style in flashes during those twilight times, just before sleep and at awakening. My car memories are always centered around my first MG, a 1960 MGA 1600 purchased in 1967 with 50,000 miles on the clock. This car was driven my last year of high school through every kind of rust-threatening weather and was never garaged.

Crisp, silent, freezing winter mornings were greeted with the sound of my starter pinion grinding to turn over molasses-thick oil as I prayed this car to life. I did have a stroke of genius when I ordered an "engine blanket" through a popular catalogue of the time. I was sure this blanket would retain any metabolic heat the sleeping engine would produce overnight.

However, before spring, the starter motor finally gave out and I was called upon to do my first mechanical duty and change it. Moss Motors rescued me even then. (They had a great catalogue with lots



of racing pictures of West Coast meetings!) I had a set of open-ended wrenches purchased from a big K-Mart-type store called "Jubilee City". I remember rolling the off-side wheels up, and over the curb in front of my house so I could get under the engine by crawling in the space made by the gutter! The memory of the process is now fuzzed by future mechanical procedures which have overlaid it, but one memory still comes back.

My glasses were Bausch and Lomb "Burbank" style (worn only by nerds—

you know, the kind with tape over the bridge) and continually fell off into the engine bay. Finally, I just left them, and after bolting up the starter, found them wedged against the engine block and I had to start over!

Ah, but the fall drives around the Indiana countryside with high school friends, laughing at youthful stories, cannot be duplicated in any car but a British two-seater. One time, I took the windshield off, two of us with helmets on and red bandannas across our mouths drove 60 miles to a school picnic in the hills of southern Indiana. We taped a number 20 (our collective IQs) to the side of the car to make it look more "racy".

Why did I sell it? People told me that "everyone" sells their car when they go off to college, because who needs a car in college? And when I got there, all the guys had cars!

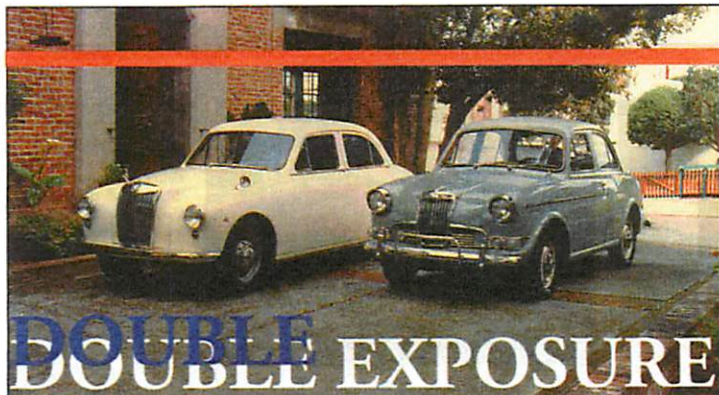
I now have an MGA again, a mere imitation of my original, 27 years ago. But sometimes when driving her on cool summer nights, a chill will surround me with thoughts of times past. Of envious glances (but never admitted) from muscle car guys in the school parking lot. Of cruising Indianapolis drive-ins with a bashful prom date. Of football players piled on the fenders as we drive in the homecoming parade. These are like ghosts—shadows of young men and women—my own among them.



MGB Sunvisor Kit

These were available as an option from 1962-'69, and this kit is for cars not so equipped. This kit is produced in England by MG's original supplier for the best possible fit and authenticity. Included are two black vinyl sunvisors, required mounts and brackets.

224-108 \$58.95



DOUBLE EXPOSURE

The MG MAGNETTE and the RILEY 1.5

by Rick Feibusch

The late 1950s imported car boom in America was fueled by dozens of mechanically interesting and unusual cars that were brought from all over the world. The most memorable and collectable examples were the sleek and powerful sports and luxury cars that came from Germany and England, and the low production Italian exotics, though vast numbers of economical little transportation devices from Austin, Morris, Renault, Volkswagen and Ford of England made their way to our shores.

Though cheap, cheerful and filled to the brim with personality, the smaller imports became the domain of the truly artsy, the intellectual-beyond-words, the tragically hip, and the frugal to a fault. As used cars they fell in stature to bottom end high school transport and "clown cars" in the circus!

However there was another class of European motorcar, the mid-sized sporting sedan, that was not imported in large numbers because, to the American mind and popular taste, their smaller size couldn't justify their substantial price. Fine examples of good handling, peppy and well-appointed cars from Alfa-Romeo, Lancia, Riley and MG were available to the select few that desired such a car—but at Olds and Buick prices. These were the BMW, Accra and baby Mercedes of their day. Sort of pre-yuppie, yuppie cars! The concept of high quality, compact sedans, would not be acceptable in the States for another 25 years.

This double drive concerns a rare pair from the British Motor Corporation. These cars were sold side by side in the same showrooms during the late '50s. Both were developed during the merger of Austin of England and the Nuffield Group (Morris, Wolseley, Riley and MG) to form the BMC late in 1951, and both were at least partially designed by well-known British automobile engineer, Gerald Palmer.

Palmer had worked for Nuffield prior to W.W.II where he styled the MG Y-Type sedan before moving to Jowett Cars to design their innovative Javelin. He returned to Nuffield in 1949 where his first project was the Y-Type's successor, the MG Magnette and its badge engineered Wolseley counterpart.

These cars, like the lovely white ZA Magnette featured in this article, were well proportioned and traditionally appointed with lots of wood and leather inside a modern unit-constructed all-steel

body fitted with contemporary brakes and suspension. Though ultimately put into production three years after the merger, these cars contained many of the old Nuffield designs and components. The early Wolseley versions even used the old underpowered (in this application) MG XPAG engine. The MG Magnette used the post-merger, Austin derived "B" series, twin-carb, 1500cc unit, that was fitted to the first MGAs.

The Riley 1.5 was developed immediately after the merger and actually evolved from an attempt to update the popular Morris Minor. While Minor owners raved about their car's torsion bar suspension and rack and pinion steering, the small engines, low gears and mediocre brakes left a lot to be desired. BMC put Palmer to work on the task of getting the more powerful "B" series engine, bigger brakes and more contemporary bodywork on the, already state of the art, Minor floorpan.

...these cars contained many of the old Nuffield designs and components.

Though Palmer did a number of designs and built one prototype, his plans were dashed when BMC management arrived one day with a stack of drawings, based on Palmer's prototype but finished by an Austin engineering staff. Palmer was told, "Here you are, we've designed the new Minor at Corporate office!" A disgruntled Palmer soon left for Vauxhall cars (GM of England).

Ironically, by the time the new design was being readied for production, the original Minor, now called the 1000, had received bigger brakes, more power and higher gearing and was enjoying a sales surge. BMC decided to move the new car upmarket with leather seating, wood interior appointments, a traditional upright grillwork and present it as a small and nimble luxury sedan. Built both as the Riley 1.5 and the Wolseley 1500, these cars were touted as being perfect for use in urban areas and on tight winding country roads.

The Riley version was the more sporting of the two and featured the same twin-carb four found in the MGA and Magnette, while the Wolseley 1500 used a detuned carb and featured less instru-

mentation. Only the Riley version was brought to North America. Since it sold for just \$400 less than the latest Jaguar 2.4 sedan, not to mention powerful American competition, the Riley was not all that popular.

DRIVING THE RARE PAIR

The 1956 MG Magnette featured here was bought by Dan McCarthy of Santa Rosa, California about eight years ago. Dan's Magnette had been uprated in the power department when the previous owner fitted a 1800cc MGB engine from the late '60s. Other than the later motor, the Magnette remains original with new leather and a respray in Old English White.

The Riley 1.5, owned by John Voelcker of New York City, was found in a barn in Napa, California in 1984. It is totally original, from the Clarendon Grey paint and red and white leather upholstery, to its unworn fuzzy red carpeting. Bought from the widow of the original owner, the Riley had been sitting idle for over four years. It was then brought to San Francisco, where John was living at the time, and cleaned and detailed within a inch of its life! Since detailing, the car has placed in Concours at Palo Alto and Lafayette, California.

Both cars are quite similar in many ways, yet quite different in feel. Since the cars share the same basic engine, transmission, SU fuel delivery system and Lucas electrics, they start, sound and work much the same. The Magnette is bigger both inside and out and really feels like an early post-war British luxury car. The dash and window sills are high and there's wood everywhere. The leather seats are wide and comfortable and the back seat is big enough for three people. The body is similar in line to an early Jaguar Mark IV or an S1 Bentley. There's not much chrome to muck up the classic lines, though more brightwork and two tone paints showed up on the later model—the ZB Varitone.

In contrast, the Riley has all the bad and good points it inherited from the Morris Minor. Because it was built on the Minor's 86" wheelbase it is a short four-passenger car with limited rear leg room. The wood dashboard is well laid out and fully instrumented, but the rest of the wood trim looks as though it was added as an afterthought! The two-tone leather might have been the "bees knees" in 1958, but would be better suited to a car with massive tail fins. On the credit side, all the controls fall easily to hand, the seating and bucket seats feel excellent, and visibility is superb.

The car is a "newer" car than the Magnette and if one can come to grips with the British interpretation of late '50s American styling and view it as "cute" or at least "period" (as one does with triangular or kidney-shaped coffee

tables!) the interior becomes acceptable. Outside, the car is almost majestic in trim and detail but becomes almost cartoon-like when all those fine elements are squeezed onto the Riley's stubby little body. It's all a matter of taste—and this one sure tastes different!

Once on the road, the cars change position. While the stately MG rides like a proper luxury cruiser, it steers and handles like a truck! Even the bigger MGB mill can't compensate for its weight and heavy steering. Stop and go driving around town is a chore, with constant shifting and limited maneuverability. The Magnette is more akin to a '54 Plymouth than any sports car in this situation. Once you get the Magnette on country roads, its MG heritage shines through and freeway driving is smooth and relaxed.

In contrast the Riley is a rocket! It will keep up with, or blow away many of the latest offerings from the far side of the Pacific and it nips in and out of traffic like a motorcycle. The rack and pinion steering and torsion bar suspension are still fully acceptable in today's traffic and the car is immensely entertaining to drive. Mountain roads are an absolute kick as the modern Michelin tires grip the asphalt and the little Jello-mould of a car leans into the corners. The Riley inherited some of the Minor's rear wheel "hop" when accelerating into corners but a careful foot can modulate most of it down to a minimum. On the freeway, the short wheelbase makes for a choppy motion on tar strips but most of the time the ride is satisfactory. The 3.70 rear end gears will allow you blast along in the fast lane at a sustained 85 mph and push late model Bimmers out of the way. The look on the passed driver's face is worth the price of admission. Wa-hoo!

CONCLUSIONS

These are cars that appeal to different people. If one is looking for a classy little classic that has a recognized pedigree, and has little intention of using the car in an urban environment, then the Magnette is your baby. The lack of outright performance is offset by nice lines and a smooth ride.

If you don't mind some odd angles and '50s styling mixed with your traditional design details and want a zippy little sports sedan that feels like a predecessor to a 3 series BMW, the Riley's for you. On today's market the Riley is less expensive but harder to find! "So ya pays yer money and takes yer choice!"

(Rick Feibusch is based in Venice, California and organizes the British Car Meets in The Golden State. He also writes for numerous automobile magazines including covering the American scene for the BBC's "Top Gear" magazine and "Classic Cars".)

For you club people out there, the MG Magnette Registry is organized by Jeff Powell, 910 Hirsch, Melrose Park, IL while the Riley Register can be reached at 13511 East Broadway, Whittier, CA 90601, or call (310)693-2867.



Marque Logo Zippo Lighters

Real sports car drivers don't use Bics; they keep their Luckies in the rolled up sleeve of their T-shirt and use one of these classic

Zippo lighters made exclusively for Moss Motors with beautifully etched marque logos. Much more attractive than the modern throw-away lighters, a Moss Zippo lighter will add the finishing touch to your ensemble, whether you're in your tux or T-shirt. Guaranteed for life, whether you smoke or not.

MG Zippo	229-630	\$19.95	Triumph Zippo	229-635	\$19.95
Austin-Healey Zippo	229-640	\$19.95	Jaguar Zippo	229-645	\$19.95



MGB Zenith-Stromberg Carburetor

These brand-new carbs have been produced on mostly original tooling for guaranteed appearance and performance, and include the complete water choke assembly. While these have been manufactured to the 1977-'80 USA specification, they are perfect replacements for 1975-'76 MGBs as well.

366-000 \$399.95



MOSS MOTORSPORTS

MOSS IN NEW ZEALAND ON THE PIRELLI MAINLAND CLASSIC TOUR

Story and Photos by Ralph Roden



DATELINE—SOUTH ISLAND,
NEW ZEALAND, 1994.

Saturday—JAGUAR READY! All aboard! George, Heather, Jeni, Ralph and Russell pile into the Jag and we head 225 miles south to Dunedin to attend the mayoral reception and "check-in". This was the start of a week of talking and eating, eating and talking plus the normal extensive sampling of the local wines and beverages when we weren't talking or eating! (Of course there was some hard driving to do as well!)

For the official start, the main center of Dunedin was closed off and all the cars were lined up and then flagged off by the Mayor at intervals of one minute. The day was perfect with the first part of the route along the coast, in and out of deserted beaches, small villages and wonderful back roads.

The first victims of the rally succumbed to an unmarked dip in the road which damaged at least half-a-dozen cars including a Jensen Interceptor whose entire 7 liters had bent its engine mountings!

The days settled down to the format for the whole week, with local primary schools providing morning and afternoon refreshments, plus three course lunches for the crews at very reasonable cost. Not to mention that the wonderful cars provided great fun for the children as they arrived at the check points. Every evening we had an "after match" discussion to cover the day's joys and pains—over yet, more food and drinks! (Weight gain sets in for Russell at this point!)

Each day's route is handed out minutes before the start with an attached question sheet. This last item has been compiled by lawyers who have majored in divorce pro-



450 miles into the future and then to complete our misery it started to rain! Eight inches in the next six hours—they don't lose an 'S' and call this the "Wet Coast" for nothing, at least we were in a closed saloon!

As Greymouth comes into view, George and Heather depart to return to work and Claire arrives to try and cheer Ralph up. Back in the Jag with a new team aboard and the exhaust fixed, we head for Nelson. More rain—but only 2 inches today! We all feel very sorry for the oldest car on the event, a 1908 Vauxhall Y—no windscreen—no roof—but the two 'seventy year olds' onboard are made of stern stuff!

We all got lost on the route to the checkered flag at Nelson, but somehow all arrived to a perfect day, warm and sunny, and began recalling the past 1500 miles, full of wonderful, and to say the least, interesting roads!

We were asked, "was it worth it?" Well, thanks to the friends we made along the way and the great experiences we all underwent, we felt it was worth every last, wet mile! Our thanks go to the organizers and to all our sponsors, including Moss Motors Distributing USA.

(Ralph Roden is the proprietor of R&R Sportscar Spares in Christchurch and one of our valuable Moss distributors down under!)



MGB "Sebring" Fiberglass Aprons

Make your MGB look just like the Works prepared racers of the 1960s with these molded fiberglass aprons. Front aprons incorporate extended brake cooling ducts. These aprons are designed

for vintage racers, and are intended for use without bumpers. (Mounting hardware and instructions are not included.)

Front Apron 475-185 \$129.05 Rear Apron 475-190 \$94.50



First Inertia Electric Fuel Pump Switch

Fire is one of the single greatest dangers facing our vintage cars. In an accident, your electric fuel pump will go right on pushing fuel out through broken lines or hoses, making an already dangerous situation even worse. The First Inertia Switch will cut-off power instantly in a roll-over, or when the vehicle is impacted with sufficient force in any horizontal direction. Vintage racers, in particular, will appreciate the life-saving potential of this product, but any car equipped with an electric fuel pump power cut-off will be safer. Mounting instructions included. Please note: Late MGBs and Midgets already have a factory roll-over switch.

900-240 \$67.50

Dear Editor

Continued from page 2

Dear Editor,

I sincerely thank you and Moss Motors for the first place "Moss Motors Journalism Award" I recently received. I accept it on behalf of the "MG Vintage Racers' Newsletter" and all of its members. Moss Motors' support and recognition of club activities is commendable.

I have been editor of the "MG Vintage Racers' Newsletter" for 15 years and yours is the first official recognition the newsletter has ever received and I appreciate it. The newsletter has been a tremendous experience for me and it has nurtured a special camaraderie among the MG vintage racing community. Through it I have made many good friends, have been able to share much of our common bond, and have influenced

vintage racing to some degree. This spirit culminated in the fall of 1994 at Watkins Glen with the record breaking 60 MGs in SVRA's "Collier Cup" MG race sponsored by Moss Motors.

This award is very timely for me as the newsletter will have a new editor soon. I decided, due to family responsibilities to seek a new editor for the publication and Mark Palmer who has excellent qualifications for the job. I know Mark will do a great job and I look forward to his leading the "MG Vintage Racers" into the future.

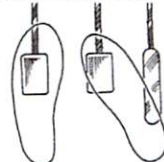
Once again, I am honored to receive your award and will always cherish it. I thank you and Moss Motors for your support of MG and British car enthusiasts and organizations. Kudos to you! Sincerely yours,
Greg Prehodka



Paddy Hopkirk Gas Pedal Extension

Recreation of a popular accessory on MGAs and MGBs thru '67. Serious drivers use the heel and toe shifting technique when driving. The Paddy Hopkirk Pedal is specifically designed to aid heel and toe shifting. Installation requires only simple tools and just a few minutes.

900-315 \$19.95





Healey VIEW POINT

FIRST HUFFAKER SPECIAL IS HEALEY POWERED!

by Ron Yates, F.R.S.A.

One September afternoon in 1992 I was browsing through the August 31st issue of "Autoweek" magazine. What piqued my curiosity was a letter in rebuttal to an article in the July 27th issue of "Autoweek". That article claimed that a Devin bodied special, currently being raced in vintage races, was the first Huffaker Special built. The letter to the "Autoweek" editors stated that the Devin bodied special was not the first special sports racing car built by Joe Huffaker; that the first special was a Healey powered special completed in 1954 and raced through 1958 by Mick Marston. A photo of the car accompanied the letter. The letter was signed by Lou Pavesi.

Some years ago I was involved with a regional motorsports magazine, and one month, I did a filler on Lou Pavesi and his racing activities with the San Francisco region of the SCCA. I called Lou on the phone and after some conversation Lou provided me with Mick Marston's phone number. A couple of phone calls later I was on my way to visit Mick up in the hills of the California gold country, and spend a wonderful day of stories and home movies of the recorded campaigns of the Huffaker Healey Special.

Mick worked for San Anselmo BMC dealer E.F. Sweeny, as a car salesman. Mick was there when the first Austin-

was during this time Mick met Joe Huffaker. Joe was more interested in hot rods at the time but was intrigued by Mick's suggestion that they build a sports racing car together. In November 1953 Mick and Joe worked out sketches on the shape of the car and Joe laid out the basic chassis ideas for the car.

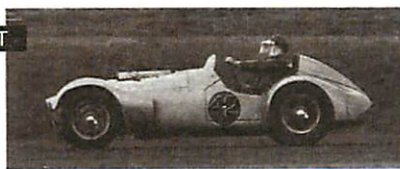
With a recently wrecked '53 Austin-Healey 100, as a donor car, Joe began to fabricate the first Huffaker Special at his home in Novato. The front suspension was cut away from the Healey chassis and welded to a new tube chassis. The front suspension remained stock Healey with the exception of the replacement of the BN1 anti-sway bar. The Healey steering box was used as is, but the steering shaft was articulated to allow a lower and more comfortable steering wheel angle in the cockpit.

A DeDion-type rear suspension was conceived and fabricated. A Ford differential with inboard brakes made from the rear brakes of the donor Healey was bolted to the chassis. Half-shafts were fabricated to drive the rear wheels. A torsion bar set up was mounted to the rear cockpit and fuel tank supports and attached to the DeDion tube assembly. Rear shocks were attached to the rear cockpit hoop and then to the DeDion tube.

The engine was removed from the wreck, disassembled and totally gone through. Chrysler pistons and special rods were used. The head was ported, relieved and polished. The internal parts were lightened, polished, and balanced, and the engine reassembled.

The body was fabricated from aluminum, and it was the first time Joe had attempted such an undertaking. The body was formed without benefit of a body buck. None of the donor Healey panels were used in the fabrication of car. Final weight of the car was around 1,800 pounds. The car was ready to race in five months from the delivery of the tubing for the chassis on December 29th 1953. The first race for the car was at the Santa Rosa Rose Festival in May of 1954. Unfortunately, due to an overheating problem, the car did not finish its maiden race.

The San Francisco region of the Sports Car Club of America (SCCA) placed the car in Class D Modified. It had to compete with all modified racing cars with displacements ranging from 2000cc to 3000cc. This included Ferraris, Maseratis, and a bit later the Mercedes 300SL and the Austin-Healey



The "Special" at Stockton with the Hunter Head Conversion. *Ewan Wilkinson Photo*

100S. The Huffaker Healey was at a disadvantage, but because of its power to weight ratio and torquey engine it usually placed well in its class. The car was raced at such venues as Tracy, Buchanan Field, Cotati, Pebble Beach, the old Sacramento Fairgrounds and Port Stockton. Marston raced the car, with moderate success, from May, 1954, through 1958.

In the classified section of the January 1957 issue of "Road & Track" Mick noticed an ad offering a special dual overhead camshaft head conversion kit available for the Healey. Harold W. Hunter, of Waterloo, Ontario, Canada, the designer/manufacturer of the heads, made some interesting claims about added horsepower (215 bhp @ 6,000 rpm) and performance. Racing colleague, Rod Carvath, mentioned that he had been in a race on the East Coast with a guy that had this special head conversion on his Healey, and that the performance was outstanding.

The following month, Mick and racing buddy Dr. Tom Brandes, who drove a 100S, each purchased one of the special head conversions. They installed the head conversion kits and went racing. The first, and last race for the cars with the twin-cam heads was at Stockton in April of 1957. Both drivers were sadly disappointed as the addition of the Hunter twin-cam heads didn't live up to the reports.

After the race, Mick and Tom tore the heads down and found a number of faults in the workmanship that contributed to its lack of performance. Oil passages in Mick's car hadn't been cleaned properly and one of the cams did not get proper lubrication. In both cars the timing was off, the cam followers were badly scored, and edges of the cam lobes had started to mushroom. The cams were tested for hardness and found to not be adequate for their intended application.

What followed was an endless amount of correspondence with Hunter that went unanswered, as did numerous phone calls. One of the head conversions was sent to Ed Iskendarin for evaluation, but there was nothing positive coming back from Los Angeles. Mick replaced the Hunter head with the regular profiled Healey head and continued to race the car through 1958.

Today the "Huffaker Healey Special" resides with Lou Pavesi in San Jose. Lou found the Huffaker Special in 1981. The original engine had been replaced with a 289 c.i. Ford, so Lou began the car's restoration the same year. He finished the "Special" to its original configuration, and since its completion has driven the car at many vintage racing events including the Monterey Historics at Laguna Seca.

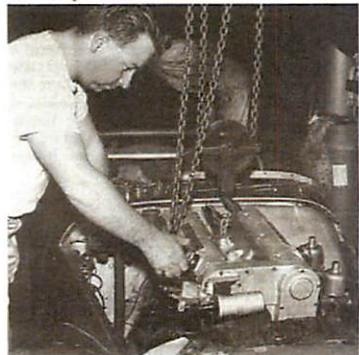
THE NUT BEHIND THE WHEEL

by Ron Phillips

Skimming through one of my many books about Austin-Healeys, I came across a reprint of the factory sales literature for the detachable hardtop for a '3000'. What was remarkable is that in the text of the ad, the factory had neglected to change an occurrence of '100-Six' as the model designation had transitioned from '100-Six' to '3000'. Since the same top fit both models, it appears the factory had made a rush job of publishing the literature to coincide with the new model's introduction, or so it would seem. Anyway, that ad and the picture of the car brought back many memories. You see, I've had a couple of these "transition" models and retain fond memories of them all. What transition model, you say? Why, I suppose one could say that all models since the Austin-Healey introduction in 1952 to the last 1967 issue were transitions, couldn't you? But in Austin-Healey circles, mention transition model and everyone will know what you mean. That's right, a '100-Six'. But is it fair? The word "transition" implies no one stays there for long. Sort of like staying at the "way outback" motel in the middle of nowhere because you paused on your way to somewhere. That wasn't the case with the '100-Six'. It was in production for three years, from 1956 through 1959.

Of course, all models of cars that last more than one model year are bound to be improved, or at least the advertising says so. Certainly that is the case with Austin-Healeys. In the car biz, it's important to get that next model ready for market just as the last model's sales start to drop. In the case of the Austin-Healey, production of the A90 four cylinder engine was coming to a close and in the best Tim Allen tradition, what the car needed was more power!

Continued on page 12



Installing the Hunter Head on the Huffaker Healey Special. *Jim Kean Photo*

Healeys arrived in 1953 and as one of Sweeny's salesmen he made a lot of North Bay residents happy owners of the very popular Austin-Healey 100. It

ing cars with displacements ranging from 2000cc to 3000cc. This included Ferraris, Maseratis, and a bit later the Mercedes 300SL and the Austin-Healey

Austin-Healey Clubs

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

Austin-Healey Club of America

603 E. Euclid
Arlington Heights, IL 60004

Austin-Healey Pacific Club

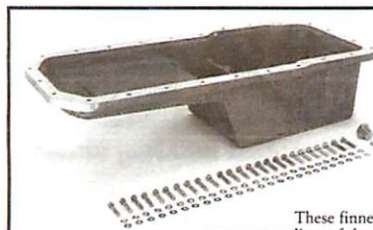
P.O. Box 6197
San Jose, CA 95150

Austin-Healey Sports & Touring Club

21 N. Rockburn Street
York, PA 17402

Sprite Club of America

1421 Chocolate Ave.
Hershey, PA 17033



Austin-Healey 100-6/3000 Alloy Oil Pan

These finned, cast aluminum oil pans are exact replicas of the competition pans fitted to "Works Prepared" 6-cylinder Austin-Healeys. They improve oil cooling, and help stiffen the bottom end of the cylinder block on highly stressed competition engines. Their thick, smoothly machined flange avoids the problem of oil leaks caused by bent flanges on stock pressed steel pans.

021-148 \$395.00



Austin-Healey 100-6/3000 Rear License Plate Bracket

These robust rear license plate and license plate lamp brackets were originally fitted to US-spec. late BJ8s, but will fit all 6-cylinder Austin-Healeys. The lamp mounts directly to the bracket, while the license plate requires support bracket #451-285, available separately.

806-365 \$34.50

TECH TIPS

Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$35.00 gift certificate.

TECH TIPS 99

PAINT YOUR HEAD!

So you want to touch up the paint on your cylinder head quickly before attending a car show and don't want to take out your spark plugs? Well here's a solution using 35mm film canisters.

1. Place masking tape on each plug wire and number them.
2. Remove the spark plug wires from the plugs.
3. Cover each spark plug with a 35mm film canister.
4. Mask off, or cover with old rags, the distributor, valve cover, heater valve, manifolds, etc.
5. Degrease the area to be painted with a suitable product.
6. When dry, spray with a fast-dry engine enamel.
7. Remove masking, rags, and refit plug wires.
8. Enjoy the show!

—Fred McEchern, Toronto, Canada

TECH TIPS 100

BELTING UP

On a recent trip in my 1970 MGB, I was about 150 miles from home when the rear bearings in the alternator disintegrated and the fan belt locked up!

Since I had a fully charged battery, I removed the belt to the alternator and the belt to the air pump. I placed the air pump belt (Moss #460-980) in the fan belt pulley slot normally fitted with the alternator belt and started it over the crank pulley.

A turn of the starter switch seated the belt on the crank pulley for a perfect fit. I drove another 250 miles on battery power alone, careful not to use the lights, radio, or wipers, until I obtained a replacement fan belt.

—Jeff Worth,
Metrolina MG Car Club, NC

Twenty Years of the TR7

Continued from page 5

of his instruments. For some reason the steering wheels fitted to late model TR7s had thinner rims than the earlier ones, and they tend to flex a little.

Fuel consumption averages out at 25MPG in mixed driving and 30 on a run which is quite acceptable, and there's a useful amount of trunk space too. Performance-wise, there's little in it since the convertible is actually slightly heavier than the fixed-head due to the extra strengthening required.

Of course you could put forward the hoary old argument that the one thing the TR7 doesn't have is 'character'.

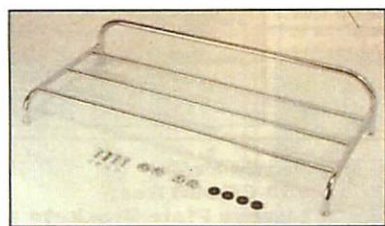
RUBBISH—I say! It's just as much a period piece as, say, a TR2, it's just from a different era. To a generation who remember the delectable Joanna Lumley leaping out of a '71 in the TV show the "New Avengers" this car is as much a part of their childhood as Chopper bikes and Space Hoppers! The seventies revival is on its way you know...

(Mark Dixon, former assistant editor of "Popular Classics" magazine now works as a free-lance automobile journalist for several magazines in the UK.)

MGB 1968-'76 Oil Pressure Gauge

These New Old Stock mechanical gauges were original equipment for 1972-'76 MGBs, but are perfect replacements for the troublesome and often inaccurate electrical gauges fitted on 1968-'71 MGBs. When used on these earlier cars, an oil line and union are required. Installation is uncomplicated, and results in more accurate and "real time" readings.

Oil Pressure Gauge	360-875	\$64.50
Oil Pipe	435-475	\$17.95
Union	435-530	\$14.95



"AMCO" Luggage Rack

This newly-introduced, genuine Amco rack fits Austin-Healey 100-6 and 3000, 1962-'69 Sprites, and 1962-'72 Midgets. If you had ordered a "factory" rack from an American dealer when your car was new, chances are this is what your car would have wound up wearing.

021-480 \$149.50



Girling Shock Absorber Decal

While these attractive and colorful decals may not have been on all shocks fitted on the production line, they were fitted to new shocks sold as "spares". Correct for MG TC, early TD, and Jaguar XK120.

215-210 \$2.10

The Nut Behind the Wheel

Continued from page 11

That was the promise of the '100-Six', type BN4, four-seater car introduced in 1957. With six cylinders, but the same approximate displacement (the four's 2660cc vs. the six's 2639cc), the six made 102 horsepower versus the 90HP of the four cylinder. But there was a weight penalty with the six, so the car didn't go quite as fast as the previous model although it did proceed down the road much more smoothly. Here was the first indication that the '100-Six' might be just another stage stop on the way to somewhere else. Sure enough, with the coming of the 124HP 2912cc engine '3000' in 1959 to counter the claims of poor performance, the '100-Six' got left in the dust.

Actually, the 100-Six's story isn't quite as dismal as it sounds. The '100-Sixes' did reasonably well in racing with increased compression and more and bigger carbs. With the coming of the six port manifold and HD6 carbs replacing the original gallery head and H4 carbs lifted from the Austin Princess for the first batch of cars, the later '100-Sixes' boasted 117HP and much better throttle response. This particular engine combination was originally developed and used in the Mille Miglia races and a few '100-Sixes' were released from the factory as Mille Miglia replicas complete with the MM in their car number. All of these MM replicas were four-seater BN4 cars. However, after a few cars were made thus, all '100-Sixes' and particularly all BN6 two seater '100-Sixes' had this new engine but without the MM designation. Ah, improvement of the breed so everyone could have one!

However, there's some very interesting history surrounding the phase-out of the '100-Six' and the introduction of the '3000' as that little bit of factory hard-top literature attests. For you see, there almost wasn't a '3000'! The original plan was to simply up the engine's displacement and horsepower, but still call the car a '100-Six'. After all, the number of cylinders hadn't changed. And the magic '100' still stood for the "ton", or a speed of over a hundred miles per hour. So why change the car's name simply because the horsepower and displacement were going up? The new disc brakes couldn't account for the change either. For in actual fact, there were precious few chassis and interior changes with the introduction of the '3000' model. If you've seen a '100-Six' BN6 two-seater, it is indistinguishable to the casual observer from a '3000' BN7 two-seater. Same is true for the '100-Six' BN4 six port head engine four-seater

versus the '3000' BT7 four-seater. Trim, body, hood, grill, seats, and so on—all the same. Only the badges were changed to protect the innocent...and to proclaim that the '100-Six' was, indeed, a transition to a much more powerful model of the Austin-Healey. Ah, what's in a name? Shakespeare would be proud!

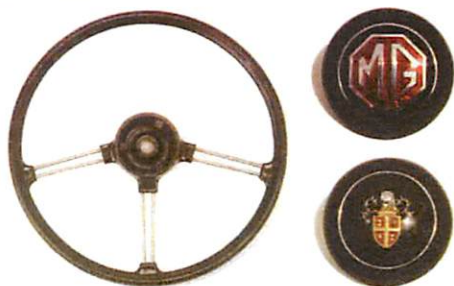
The name '3000' was a close thing. So confident was the factory that the '100-Six' name would go on, that they published shop manuals in advance of delivery of the first batch of cars with the new 3 liter engines with the titles "'100-Six' BT7 and BN7." Yes, that's right—the model designations BT7 and BN7 would change for this new car, but the '100-Six' name would remain. These very rare manuals have no illustrations, just pages of parts. I suppose one was to supply the pictures from the older manuals. Further evidence that the appearance hadn't changed much. These manuals were not terribly useful without the pictures, but they do illustrate the point that the name change to '3000' was a last minute thing.

Why was it done? Apparently the factory felt that more should be made of the new three liter (approximate) engine and the disk brakes. And let's face it, how many prospective buyers would note that the car type had changed, BN4 to BT7 and BN6 to BN7? Better to hit them with a new model designation and new badges to differentiate the old from the new, and that sealed the 100-Six's fate and condemned it to "transition" status.

Well, maybe this was a good thing, '3000' just sounds faster than '100-Six', doesn't it? Wouldn't you rather be going '3000' miles an hour than '100'? Yes, I know it was supposed to represent engine displacement, but if you fantasized that '3000' had some loose relationship with speed, would the factory care? Especially if that prompted you to buy one? So, the powers that be did good. I really would rather have a '3000'. Or was that a V8? Who knows what would have happened in 1967 if BMC and the US's safety regulations hadn't killed the Austin-Healey? Maybe the '3000' would have been considered a transition model, too, with everyone today seeking to buy a '3500' as the most desirable model. Remember, if BMW does decide to revive the Austin-Healey name, and they designate the model as the '3500', you heard it here first!

'Til next time,
Ron Phillips

(Editor's note—Only this morning in "USA TODAY" I read the CEO of BMW wishes to reintroduce the Austin-Healey name on a car sometime down the road!! Right on Ron!) MOSS



1964-'67 Sprite-Midget Steering Wheel

These are exact reproductions of the original spring-spoke steering wheel fitted to Sprite MkIII to MkIV #72034 and Midget MkII to MkIII #61885. The beautiful and authentic steering wheel centerpieces shown are available separately. (Centerpieces do not include cup washer or spring.)

Steering Wheel	453-865	\$129.95
Midget Centerpiece	408-145	\$25.95
Sprite Centerpiece	408-155	\$25.95

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.

INSTALLING AND REMOVING BEARINGS

Eric Wilhelm

Most ball and roller bearing assemblies can be removed and installed without the rare and expensive Churchill tools specified in British workshop manuals. (This does not mean that bearings may be bashed into place with a sledge hammer, however.) Careful selection of readily available and relatively inexpensive tools, as well as homebuilt items, can usually fulfill the requirements for a proper job.

The main considerations are to avoid damage to bearings, shafts and housings, and to keep the bearings clean. Bearings must be removed and installed in a straight line, without being "cocked", to avoid damage to any components. Even when removing an old bearing which will be discarded from a shaft, cleanliness is important, as any dirt, grit, or "crud" on the shaft above the bearing will damage the shaft when the bearing is pulled over it. When installing bearings, be especially careful not to allow dirt of any kind to get into a bearing. This means keeping the work area, all tools, yourself, and the unit being worked on scrupulously clean.

Whenever possible, an arbor press or a hydraulic press should be used for bearing removal and installation. Lacking a press, screw-type bearing pullers of different types may be used. While a hammer and punch are usually items of last resort for working with bearings, there are some hammer-powered tools which are quite acceptable when used correctly. Threaded ends of shafts are prone to "mushrooming"—use your old nut on the end of the threads. If the nut is nylon or castelated, put it on upside down, and flush with the end of the shaft. For the same reason, never hammer directly on the end of a shaft—protect it with either a nut or a piece of softer metal or hard wood.

Treat ball bearing assemblies as assemblies—don't try to separate them, except when they are so designed. When on a shaft, push or pull only on the inner race, not the outer. When in a housing, push or pull only on the outer race.

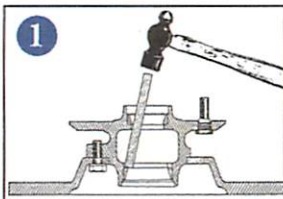
Tapered roller bearings should be separated for removal and installation. When on a shaft, deal only with the inner bearing assembly (inner race,

rollers and separator). Do not try to remove the rollers and separator from the inner race ("cone"). When in a housing, remove the inner bearing, and deal only with the outer race ("cup").

Please keep in mind that this is only a collection of notes to hopefully help a few people deal a bit more easily with bearings. It is not intended to cover all possible circumstances or conditions.

Removing Bearings from Housings

Outer bearing races are normally press fits in hubs or housings, and often need more than a little "persuasion" to remove. When the outer race is located with a circlip, the circlip may be removed, and the bearing pulled out of the housing, using any suitable tool in the circlip groove. If you need a better grip once the bearing has moved a bit, re-install the circlip. Recessed bearings can be removed by tapping them out with a soft punch or hard wooden dowel through the radially opposed notches in the shoulder of the recess (illus. 1). These notches are usually full of grease, and are sometimes not easily visible. If there are no notches, some of the bearing race will not be covered by the shoulder; an appropriately sized bearing driver (illus. 2) is the perfect tool for this.

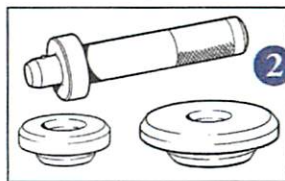


Removing Bearings from Shafts

Clean the shaft to avoid damage. If using a press to push the shaft out of the bearing, block under the inner bearing race as solidly as possible, and as close to the shaft as possible without scraping the shaft. (For ball bearings, be sure that the blocks don't slip outward, putting all the pressure on the outer race.) Ensure that the shaft presses out in a straight line, and that it doesn't strike the floor when suddenly released from the bearing.

If a press is not available, a puller with a "bearing separator" is a good way to go (illus. 3). Again, use all possible care to prevent damage to the shaft.

Hammering a bearing from a shaft is often the only means home mechanics have available. If this must be done, there are a few ways to do it with minimal risk. If you absolutely must use a punch, use only a clean brass or bronze one, never hardened steel. Tap, don't pound, around the inner bearing race so that it stays straight on the shaft without cocking. Better yet, if the configuration of the shaft will allow it, find a length of pipe which, when slipped over the shaft, will allow you to hammer on its end to push the bearing off. This requires pipe with an internal diameter only very slightly larger than the diameter of the shaft. Be sure that the inside of the pipe is clean, and that the end against the inner bearing race is smooth and square. A variation of this is to use a split section of pipe with a lug securely welded onto it. Use this alternately from side to side to avoid cocking the bearing.



Installing Bearings in Housings

For this operation, I suggest the purchase of an inexpensive bearing driver set (illus. 2), as long as the parts in the set are large enough for your bearings. These may be used with hammers, presses, and even some pullers, and are useful for installing most oil seals, as well.

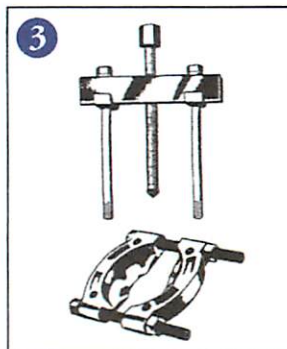
Thoroughly clean the recess into which the bearing will be pressed, and ensure that there are no burrs or anything else which would prevent the bearing from seating properly. Smear a light coating of oil on the outside of the bearing race, and place it squarely into the top of its recess. Using the largest bearing driver which is not larger than the bearing, press or hammer the bearing into the recess, being sure that it does not cock to one side, until it seats fully against the shoulder. If a ball bearing, be sure to use the flat side of the bearing driver against the bearing to avoid putting pressure on the inner race.

Installing Bearings on Shafts

This can usually be done using the same procedures and tools for removing bearings from shaft, as outlined above, although generally more care to prevent cocking is required for installation than for removal. Make sure the shaft is clean and lightly lubricated. When installing tapered roller bearings, special care must be used to prevent any tool from contacting the roller separator—once this is

bent, the bearing is useless. This is sometimes difficult, because the separators sometimes extend beyond the inner race. A short tubular spacer will overcome this difficulty.

What do you do when you have your gearbox mainshaft assembled, but the center bearing won't slip into its hole in the case? Since these ball bearings are usually very light press fits in the case, I would cover the bearing with a clean cloth, take a clean soft hammer, and tap it into place, applying the hammer to alternating locations around the bearing to avoid cocking it in the relatively soft alloy case. Is this the technically most desirable process? Of course not. But it is a practical and efficient response which, when done with care, produces the desired result.



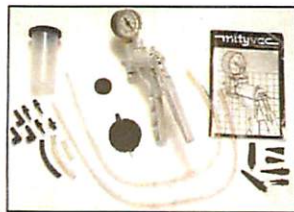
Dealing With Loose Needle Bearings

Only those of us who have chosen to deal with obsolete machinery know what these are—the most frustrating type of bearing imaginable to work with. In many cases, they may be replaced with caged needle bearing assemblies from a later model. Loose bearings may be installed in heavy grease to keep them in place during assembly. In many cases, such as with laygear bearings, a "dummy" shaft may be made by cutting your old layshaft to slightly less than the combined length of the laygear and its thrust washers, and assembling everything on the "dummy" shaft. Then, when installing the laygear and thrust washers in the gearbox case, the "dummy" shaft will be pushed out when the new layshaft is installed. (Layshafts are very hard, and must be cut with an abrasive disc. They may be cut with a hacksaw after being annealed by heating red hot and cooling slowly. This may be done as simply as putting the old shaft deep in the coals of a fireplace at the end of a hot fire and leaving there until everything has cooled.)

Mityvac Pump

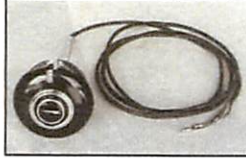
"A useful little sucker." Wouldn't it be nice if you could use vacuum to draw brake fluid through the system, or

perhaps generate just a wee bit of air pressure at the master cylinder to force fluid through empty lines? Mityvac is the answer to this and many other situations where pressure or vacuum is required. This clever hand vacuum/pressure pump has saved our bacon in more than one midnight session before going out on the road. The Mityvac kit includes all the items shown. The instruction booklet includes detailed instructions plus a wealth of other ideas on how Mityvac can help.



386-215

\$37.50



Austin-Healey & Triumph Control Head Assemblies

These turn signal and horn push assemblies were among Lucas' more complicated automotive parts produced in the 1950s. These superb reproduction assemblies are not only virtually indistinguishable from the originals, but are surprisingly affordable. They are supplied with color-coded wiring installed and fitted with bullet connectors, ready to plug into your main harness. The Austin-Healey control head fits 6-cylinder cars with adjustable steering wheels (will not fit non-adjustable steering wheels). The Triumph assemblies fit TR2 through TR3B.

Austin-Healey Control Head	853-810	\$249.95
Triumph, for adjustable wheels	667-530	\$189.95
Triumph, for non-adjustable wheels	667-480	\$149.95



3/8" Drive Whitworth British Standard Socket Set

This seven piece socket set is just what you need for that "odd"-sized hardware of your English motor car. Made by "King Dick", one of England's leading tool manufacturers, these high strength chrome-vanadium sockets are marked with both Whitworth and British Standard sizes, from 3/8 to 1/2 Whitworth, and 3/8 to 1/2 British Standard.

381-608

\$59.95

THROUGH THE WINDSCREEN CLUB NEWS AND EVENTS

Ken Smith, Club & Events Coordinator



It doesn't seem five minutes since we put the "Mossmobile" into storage for the winter. However, here we are getting ready once again to go out on the great American highways to meet with all our friends, old and new, who have an interest in classic British cars.

While preparing the RV for our journeys I took stock of the number of items

that are installed onboard the coach or at least carried in case of trouble! Also, how many of them came from the comprehensive Moss inventory of accessories.

First, the essential fire extinguisher (we actually carry two!), Moss #220-380, just because you never know what can happen especially where propane is concerned. Other safety aids include Rain-X (#221-550) essential on a large windshield such as an RV and which really does clear the water away in quick time.

Speaking of water, the RV radiator has benefited from the addition of "Water Wetter" (#220-115) It now runs much cooler especially on those long mountain climbs over the Rockies.

Externally, we've now added a pair of our excellent spot lights—actually one spot (#162-700) and one fog light (#162-800) while under the hood a pair

of ear-splitting air horns (#545-040) assist the normal, anemic, stock warning instruments!

Internally, we carry a battery of small and large flashlights one of the most useful of which is the Dashlight Flashlight (#900-005) which plugs into the cigarette lighter on a permanent basis. We use a three-way splitter which gives us three sockets to plug in the CB/Scanner and the Dashlight. For real emergencies we also carry one of the big Maglight combinations.

To keep the RV looking tidy on the outside, we wouldn't be without our California Duster (#231-670) or the ubiquitous Kozak cloth (#231-620) and for cleaning up at the end of the day a tub of Fast Orange (#231-505) hand cleaner is always kept handy. Funny enough this product was used more by our customers last year as they worked on their vehicles beside the "Mossmobile" usually under the giant Moss umbrella (#231-390)! We also carry one of our smaller British marque umbrellas (#231-420) for those rare events where rain threatens. Add the set of British car badges on the RV grille and there you have it. As we travel out "there" we can truly claim that even on the "Mossmobile" WE DRIVE WHAT WE SELL!

CLUB CORNER

OWN AN INNOCENTI?

Jim Hill of Menlo Park, California is starting a REGISTRY OF INNOCENTI CONVERTIBLE OWNERS. This was an Italian body on a Sprite/Midget chassis. Jim would like to hear from other owners. You can write to him at 80 Yale Road, Menlo Park, CA 94025 or call him at (415)321-8085, or Fax (415)321-5438.

TAXI!

What's big, black and really knows its way around London? Why—a London taxi of course! Many of you will already have ridden in one of these ubiquitous vehicles if you've been to England. We now learn from William D. Powell that interested enthusiasts should contact him for details on THE LONDON VINTAGE TAXI ASSOCIATION, P.O. Box 1213, Harwell, GA 30643, or you can call him at (706)376-3414.



CLOSED CARS

Another newly formed club is THE BRITISH SALOON CAR CLUB OF CANADA which is intended to cater for the thousands of British saloons in North America. Further information is available from the Secretary, Roger Tipple, 1404 Baldwin Street, Burlington, Ontario, Canada L7S 1K3. Roger can also be faxed for information at (905)847-2611.

RARE HEALEYS

THE AUSTIN-HEALEY 100M "LE MANS" REGISTRY is headed by its founder William Meade and they are anxious to trace as many of the 640 factory built 100M "Le Mans" cars as possible. Their focus is a view to exchanging information and to ensure accurate preservation of these rare vehicles. If you own a 100M or are interested in their history you can contact Bill at 206 Arroyo Seco, Santa Cruz, CA 95060, or phone (408)459-9636.

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



(marketing managers?), even a Picasso, not to mention a superb

Harley-Davidson print! Just take a look at some of the cards heading this report. Once again our sincere thanks for bringing us a smile and not a little knowledge with your cards.

As we said at the top of this piece, we had well over a hundred correct answers.

What can I say? We were deluged with answers to our mystery car in the Spring issue of "Moss Motoring"—and you're finding it far too easy!

However, one thing that struck everyone here in the office was the wonderful variety of pictorial postcards we received, most of them with the correct answer. A notable exception was the faxed answer we received from Venezuela!

We had postcards depicting such diverse scenes as the United Nations, the City of Bath, England, Teddy Bears

Some of you even told us the history of the factory where these little cars were made, in Tamworth, England. For the car was in fact a RELIANT ROBIN. Reliant have now gone into bankruptcy but we saw pre-owned Robins on sale in England for around \$9,000 last year. Having only three wheels, the vehicle attracts a lower rate of excise duty (Road Tax) being classed with motorcycles. Robins are also very frugal with gas returning somewhere around 60MPG when in good tune.



Can you identify THIS car?

Now to the serious business of picking the winner (discarding the answers that came in by letter!)... Congratulations to KARL and DEBORAH SCHNEIDE of Brunswick, Maryland!

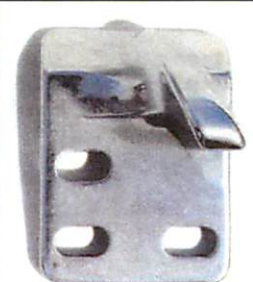
Now, can you identify the car above? Send your answer by July 6th, 1995 ON A POSTCARD ONLY to: Moss Mystery Car Competition, 400 Rutherford Street, Goleta, CA 93117. Don't forget to include your name and address. The winner will receive a \$25 Moss Motors Gift Certificate.

Finecast Metal MG Model Kits

Historic cars in 1/4 scale. Finecast model kits include precision cast metal parts which carefully duplicate original detail. For many years, Finecast kits were the standard for experienced model builders, and now they're back in stock. When finished, these metal kits have a solidity and character which plastic kits cannot reproduce.



MG M-Type	231-170	\$84.95
MG K3 Magnette	231-180	\$84.95
MG TC	231-280	\$129.95*
(*extra detailed engine, etc.)		
MG TD	231-160	\$84.95
MG TF	231-260	\$84.95



Austin-Healey Trunk Lid Latch Striker

Fits 100-4 through 3000. If your trunk lid won't latch right, try our new reproduction striker.

806-460 \$19.95

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 July 6th 1995. (Note: Events are submitted by club members. Moss Motors cannot be held responsible for accuracy. Please confirm all events by telephone prior to departure for the event.)

MAY

- 13 British Motorcar Day, Braselton, GA, (404)938-9340
- 12-13 British Car Meet, Townsend, TN, Carolyn (615)984-8711
- 13 British Car Show, Carrollton, KY, (513)984-3014
- 12-14 GOF Texas MG Register Reunion, Keller, TX, (817)478-6859
- 20 Classic Cars at Brook Highland, Birmingham, AL, (205)663-9299
- 20 Jaguar Drivers Club Concours, Louisville, KY, (812)537-1701
- 21 British Car Day, Ventura, CA, Darryl Struth (805)644-6211
- 21 Annual British Car Meet, Richmond, VA, (804)758-2753
- 21 British Car Show, Columbus, OH, (614)882-6191
- 26-29 California Healey Weekend, Del Mar, CA, Chic Linde (714)968-5416
- 26-29 Champagne British Car Festival, Urbana, IL, Rick Ingram (217)366-5428
- 27-28 All British Show, Oklahoma City, OK, (405)232-2809
- 27 2nd Annual British Car Autojumble, Nashville, TN, (615)259-4513

JUNE

- 3 British Bash-Marques on the Green, Louisville, KY, (502)244-1604
- 4 Sports Car & Vintage Auto Festival, Victor, NY, (716)234-0482
- 4 British Car Show, Waterford, CT, (203)354-9501
- 4 British Car Show, Smithville, NJ, (609)346-1987
- 4 The British Are Coming Car Show, Yaphank, NY, (516)475-2889
- 10-11 The Glenwood Springs Rally, Glenwood, CO, (303)420-2812
- 10-11 British Car Days South, Tanglewood Park, SC, (910)788-7291
- 10 Heartland MG Regional Meet, Independence, MO, (816)356-6053
- 11 Euro Car Day, Williamsville, NY, (716)652-5110
- 11 British Motorcar Gathering, Hellertown, PA, (610)258-8848
- 11 British Car Meet, Hayward, CA, (310)392-6605
- 16-18 GOF MG Meet, Waterloo, Ontario, Canada, (905)826-8788
- 17 BMC of South Jersey British Night, Medford, NJ, (609)859-4161
- 17-18 All British Motor Expo, Houston, TX, (713)497-0521
- 18 Chico All British Meet, Chico, CA, (916)342-1821
- 21-25 New England MG T Register GOF, Plymouth, MA, (607)432-6835
- 22-25 Triumph Reg. of America National Meet, Blue Ash, OH, (513)376-9946
- 25 MG Car Day, Brookline, MA, (508)339-8227
- 25 British Car Field Day, Sussex, WI, (414)255-1498
- 26-30 National MGB Register Convention, Lake Tahoe, CA, (800)NAMGBR1

JULY

- 5-9 Jaguar Concours JcNA, Milwaukee, WI, (414)782-3451
- 9 6th Annual Day of Triumph, Brookline, MA, (617)843-1822
- 6-9 Vintage Triumph Register, Somersfest, NJ, (800)279-0157
- 9 British Car Show, Cincinnati, OH, Scott Brown (513)474-2827
- 9 Mad Dogs & Englishmen British Show, Kalamazoo, MI, (616)344-6118
- 12-16 GOF West, Ventura, CA, (805)969-0548
- 13-16 GOF Central, Galesburg, IL, (708)425-6288 or (708)766-2803
- 14-16 MOSS MOTORS BRITISH CAR FESTIVAL, Buellton, CA, (800)235-6953
- 15-16 Pittsburgh GP-Featuring Austin-Healey, Charley Braum (412)384-3982
- 17-20 Austin Healey Conclave, Quebec, Canada, (514)697-1846
- 22 Western Washington All British Meet, Bellevue, WA, (206)644-7874
- 23 Tea at the Vicarage, Howe, IN, (219)562-2703
- 26-30 Vint. Triumph Regist. Conv., Rockford, IL, Ann Buja (815)332-3119
- 22 Jaguar Drivers' Concours, Mercer Island, WA, (360)794-7453

British Events Calendar

MGB Rear Spring Mounting Kits



Complete rear spring mounting kits include rubber spring mounting pads, shackle bushes, U-bolts and nuts, and front pin bolts and nuts. Each kit mounts two springs.

Mounting Kit, Banjo Axles (1962-1964 approx.) 454-928 \$34.95

Mounting Kit, Tube-type Axles (1964 approx. - 1980) 454-938 \$30.95



Detachable Bike Rack

Sports cars and bicycles do mix when you use a handy detachable bike rack. Our rack holds up to three bicycles securely, and it can be adapted to a number of vehicles. We've had it on MGs, TR4s, Sprites, Midgets, Volvo P1800s (*How'd that get in there?*—Ed.) and it can be adapted to numerous modern vehicles. The simple design allows quick installation and removal from your vehicle.

900-310 \$64.95



Inner Tubes

Finding the right inner tube for your sports car has been difficult lately, as inner tubes might as well be on the Endangered Species List. We were very pleased not to



have to start a breeding program for them, as we found a source in England for top quality tubes for our favorite cars. The 450/500 x 19 "HD" tube is a special competition type developed for use on racing Bugattis, Alfa Romeos, and MGs. These include brass valve stems with period style brass securing nuts. The "standard" 19" tube has a rubber stem. The smaller sizes are designed for use with radial tires, and have rubber covered stems. (Of course, these can be used with bias ply tires on your show car, too.)

145 x 13 Inner Tube	452-725	\$13.95
155/165 x 14 Inner Tube	452-735	\$15.95
175/185 x 14 Inner Tube	452-745	\$15.95
155/165 x 15 inner tube	452-755	\$16.95
175/185 x 15 Inner Tube	452-765	\$17.95
450/500 x 19 Inner Tube, std.	454-410	\$39.95*
450/500 x 19 Inner Tube, HD	452-785	\$69.95

* New Lower Price

Wire Wheel Rim Bands



Vulcanized rubber rim bands must be fitted to wire wheels to prevent the spoke ends and nipples from chafing the inner tubes. (Duct tape and other "fixes" just won't do the job properly.) Since rim bands do not last forever, consider replacing your old ones the next time you change tires or tubes. Sold individually.

Rim Band for 13" Wheel	452-730	\$6.75
Rim Band for 14" Wheel	452-740	\$6.75
Rim Band for 15" Wheel	452-750	\$6.95
Rim Band for 19" Wheel	452-760	\$7.75

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

Payment:

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

Counter Hours:

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

Make your visit count! Please call ahead for stock checks when picking up parts at our Goleta, CA (800-235-6954) or Dover, NJ (201-361-9358) showrooms.

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Eastern Warehouse & Sales Counter
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Convenient Sales Hours

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

1-800-MOSS-USA

Direct Order Hotline, USA and Canada

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



Customer Service Hours

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

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

1-800-235-6953

Customer Service, USA & Canada

(Previously Placed Orders and Backorder Status Inquiries)



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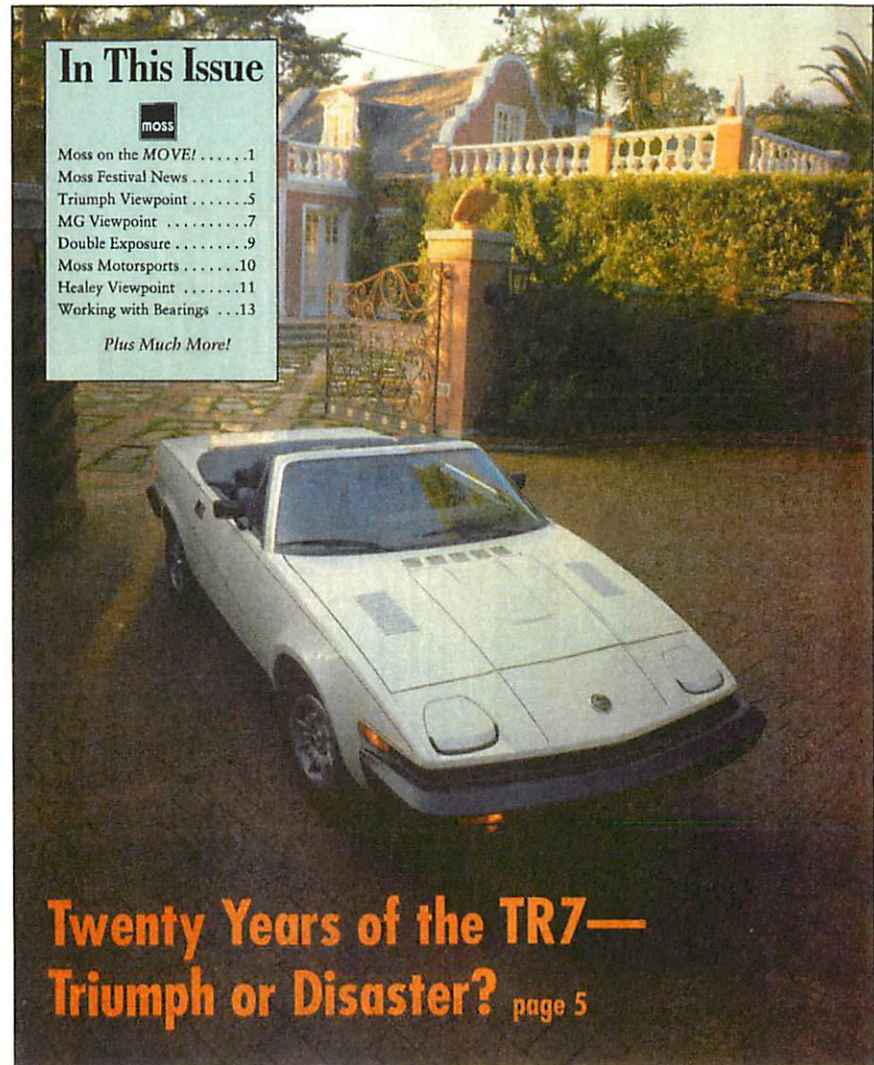
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**Twenty Years of the TR7—
Triumph or Disaster? page 5**

David Marshall — Please Reply
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