

MOSS MOTORING

Summer 1997

EXTRAVAGANZA

(ek-strav"ə-gan'-zə) *n.* 1, a dramatic show of fantastic proportion. 2, when over a dozen prewar cars, including 9 three-wheel Morgans, show up at Buttonwillow Raceway. Page 11

- HIGHLIGHTS • CLASSIC-FIEDS
- HARRY NEWTON • JOHN SPRINZEL
- WIPER MADNESS • MR. MOSS BUILDS A "B"
- WHY MUST I BE MISUNDERSTOOD? • MORE!



Vol. XVI, No. II

Check out the savings
starting on page 16A

Giant Upholstery **SALE!**

British Car Events Calendar 1997

If you or your club are staging an event, then let's have the dates of YOUR event as soon as it is confirmed and we'll include them in our British Car Events calendar. This is a surefire way to reach the huge audience just waiting out there to get to another car show. Send details at least two months prior to publication to Events Calendar, *Moss Motoring*, 440 Rutherford Street, Goleta, CA 93117. Closing date for the Fall Issue is July 1, 1997.

MAY, 1997

- 17 All British Show, Reno, NV, (702)826-0825
- 17 British Car Show, Lewes, DE, (302)645-8073
- 17 Jaguar Concours, Louisville, KY, (812)537-1701
- 17 All British Field Meet, Vancouver, BC, Canada, (604)736-6755
- 18 British Car Show & Swap Meet, Dixon, CA, (916)783-7375
- 18 British Motor Classic, Mt. Laurel, NJ, (609)778-3695
- 18 British Car Meet, Richmond, VA, (804)758-2753
- 23-35 Champagne British Car Festival, Urbana, IL, (217)469-2007
- 23-25 British Car Gathering, Birmingham, AL, (205)664-0680
- 30-31 All British Show, Oklahoma City, OK, (405)787-0589
- 31 MGs at Jack London Square, Oakland, CA, (415)333-9699
- 31-6/1 British Car Round-Up, Indianapolis, IN, (317)782-3752
- 31-6/1 Houston All British Expo, Houston, TX, (281)444-1679

JUNE, 1997

- 1 Red Mill British Car Day, Clinton, NJ, (908)735-5417
- 1 British by the Sea, Waterford, CT, (860)482-MGMG
- 6-8 MG Vintage Racing, Mosport, Bowmansville, Ontario, CDN (416)486-8166
- 7 British Car Day, Charleston, SC, (803)849-9707
- 7 British on the Green, Louisville, KY, (502)425-5717
- 7-8 Glenwood Springs Rally & Tour, Denver, CO, (303)469-5960
- 8 Jaguars & Corvettes at Linden Hall, Dawson, PA, (412)437-9051
- 8 British Car Gathering, Hellertown, PA, (610)865-3419,
- 8 Euro Car Day IV, Williamsville, NY, (716)634-6079
- 8 Michiana British Car Day, N. Liberty, IN, (219)656-4226
- 13-15 British Day on the Village Green, Reno, NV, (702)825-1727
- 14 British Car Night, Medford, NJ, (609)859-4161
- 14 Heartland MG Regional, Independence, MO, (816)941-8454
- 14 London to Brighton Run, Indianapolis, IN, (317)357-8641
- 19-22 California Healey Week, Big Bear, CA, (909)798-3415
- 19-21 TRA '97 National, Hudson, OH, (330)666-2817
- 20-22 Ohio GoF, Middletown, OH, (513)855-6885
- 21 All British One Lap of Fort Collins, CO, (970)484-6053
- 22 All British Meet, Chico, CA, (916)342-1821
- 22 British Car Day, Sussex, WI, (414)321-5466
- 25-29 VTR East. Reg. Conv., Camp Hill, PA, (717)691-5765

JULY, 1997

- 4-6 Rally in the Valley, Pendicton, BC, Canada, (250)493-0435
- 10-12 MG '97 International, Amherst, Buffalo, NY, (716)674-6073 day, (716)683-9380 eves
- 10-13 Vintage Triumph Register Convention, Fort Worth, TX, (214)528-6157
- 13 All British Car Day, Cincinnati, OH, (513)474-0355
- 13 Mad Dogs All British, Hickory Corners, MI, (616)327-0740
- 16-18 MGA Register GT-22, Grapevine, TX, (817)329-5212
- 17-20 **MOSS BRITISH CAR FESTIVAL, SOLVANG, CA, (800)895-2471**
- 19 All British Field Meet, Bellevue, WA, (206)644-7874
- 20 Day of Triumph, Brookline, MA, (617)843-1822
- 20 Tea at the Viacarage, Howe, IN, (219)562-2703
- 22-26 GOF Central, Merrimac, WI, (414)549-1775
- 21-25 GOF West, Park City, UT, (801)322-1718
- 27 MG and Rover Day, Brookline, MA, (508)339-8227
- 31-8/3 Austin-Healey Summit '97, Jackson, NH, (508)947-3226

(please see page 22)

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

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From the Cockpit

Sitting here at my faithful Mac, it's easy to get into the habit of just turning it on and going for it. Preparing another issue of *Moss Motoring* for your (we hope!) enjoyment. So it was something of a surprise the other day when my colleague Robert Goldman muttered something about being "dim"! For a moment I thought he meant me, but then he commented that he had noticed that the brightness of the screen on my system had somehow degraded and compared to what he was used to, was not bright at all.

So at lunch time Robert staggered up the stairs hauling a new monitor which he suggested I plug in and turn on. This I did and the difference was unbelievable! The screen was so bright, in fact, I thought I was going to have to go down and get my "shades" (a California term!) out of the MGB! Life has been much easier on my eyes since Robert recognized and recommended the fix to a problem I had never even noticed happening.

Following on from this, I was thinking, it might be an idea to let someone else drive your car periodically! If you drive it every day, you subconsciously adjust to what's happening and don't notice subtle changes taking place. For instance, you may think that you have brakes that are perfectly adequate, while another driver may bring the car back complaining that there's no brakes on the darned thing! But you never noticed! The point I'm making is that little things change and unless you sometimes get a second opinion then it could be harmful to your health!

OK, enough of the philosophizing, I now wish to address the question of covers, and this has nothing to do with what's happening inside the Beltway! Since we went to a magazine format for *Moss Motoring* we have an even greater need for good cover shots—and we pay for them! However, the vast majority of photographs we receive in the editorial office while good, are totally unsuitable for the cover, because they are in "landscape" format! What we like to see are good, *upright*, action shots and preferably a color transparency. If you look at the covers of some of the national auto magazines you will see that they nearly always convey the dynamics of vehicles and a sense of movement. When was the last time you saw a standard, static, three-quarter front shot of a car on the cover of *Road & Track*? So, while we enjoy all the photographs you send us why not make a special effort and get us that cover shot we are looking for? Our quarter million readers around the world will thank you for your time and trouble—and so will we!

Ken Smith

P.S. We want to say a special "hello" to Mark Wilson (age 8) of Wakefield, Massachusetts. You write very well for your age Mark, and the Moss Crew thank you very much for your letter!

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Letters



I thought the enclosed bit of information might interest other readers of *Moss Motoring*. While visiting Ireland last summer I purchased a copy of the *Encyclopedia of Ireland* published in 1968 and on page 431 found the following:

"In 1903 the Gordon Bennett Trophy race was held in County Kildare and this was the first real interest in motor racing in Ireland. S.E. Edge of England had won the race in 1902 and the rules stated that the following year's race had to be held in the country of the previous years winner.

However, in England, motor racing was forbidden so a bill was rushed through the Irish legislature permitting the race to be held in Ireland and granting Edge 'honorary nationality'!

Edge did not win in his Napier in the 1903 event due to engine and tire trouble and Janatzy in a Mercedes emerged the winner. The British cars were painted green as a mark of appreciation for Ireland acting as host, and this is widely regarded as the origin of *British Racing Green!*"

—Art MacArthur, Englewood, Ohio



Looking back I should have seen it coming but hindsight is always 20/20...maybe you've had the same experience but if you haven't you probably will. Save yourself! Read on!

It started innocently enough. A quick glance, a longing look. Ah yes, the youth, the smooth sleek curves, the imagined feel...and all from a distance, so there's no harm in that, right? But over time the glimpse turned into a stare and the imagination ran wild. How subtle, smooth and responsive to the touch...how pleasing to the eye...what a boost to the ego just to be seen with her. The unrestricted mind is an amazing thing and soon the scheme emerged. Why couldn't I have them both? Treated equally, kept discreetly, what would be wrong with that. Sheiks do it. Hollywood stars do it. Heck, even Bill Gates has more than one. And so I did it!

It was great at first, running topless and free, throwing caution to the wind. She was everything I'd dreamed she would be...peppy and young, strong and sensitive, every school-boys dream...but alas, something was missing. Where was that unpre-

dictable flair, that uncertainty that would hold my attention and keep me on my toes. Was it boredom caused by too much reliability? I guess I'll never know for sure.

Late in August the inevitable happened and the two met each other face-to-face. It was no contest. To her credit she made no complaints, realizing in an instant that in spite of all she had to offer it was never meant to be. The legal separating was quick, simple and painless for us all.

Looking back, I just thank my lucky stars that my first was so forgiving. You might not be so lucky, so learn from my mistakes. The Miata was fun; the MGA is forever!!

—Tim Kangas, Redmond, Washington



Like many other people in this crazy British car hobby, I've been doing business with Moss Motors for many years. Like all of us, I'm also adept at keeping my ears to the ground about any "finds" out there. My weaknesses are MGs and Austin-Healeys. About a year ago a gentleman contacted me and said he wanted to dispose of "two old MGs which have been sitting in my grove for over ten years." I had always wanted an early GT, so I asked him if by any chance one of them might be a GT. I tried to describe a GT to him at which he said, "Yeah, one of them has a top that comes off, the other has a top that *doesn't* come off." Sounded like a GT to me!

Intrigued, I went up to look at the cars. They were both buried pretty deep in the grove and were definitely long-term project cars. A friend of mine and I decided to buy both cars and when I got home I parked the GT in the driveway.

My teenage daughter, who has heard me talk about Moss Motors her whole life, came walking out of the house to see her father's latest questionable acquisition. Without missing a beat, and with complete innocence, she said, "Gee Dad, is this car from Moss Motors?"

—Steve Kirby, Escondido, California



We at Kim's Import Motors are particularly grateful for all the help you gave us during last season. As you know we use Moss parts and products in all of our race cars and also on most of the cars that come into Kim's for service.

The 1996 racing season was very successful. We won both the E and G Production classes in the Sports Car Club of America (SCCA) series in the North Atlantic Road Racing Championship. Kim Graff and Dave Reynolds drove their MGB and MGA production cars, all season and Bill Weller drove our MG Midget to a second points finish in the NARRC series season. Lastly Kim also won the New York State Road Racing Championship!

The weekends spent at regional tracks such as Watkins Glen, Lime Rock, Pocono and others, gave our race team and our sponsor's products a lot of exposure. And there is nothing like winning to bring competitors and fans 'round the cars to ask "how do you do it?" The MGB engine is a good example of Kim's philosophy, "If you build it right, and treat it right, it will perform and last."

That sweet little four-banger lasted two seasons and about 24 races, half of which we won! No small reason, we believe, is that it had Moss Motors products throughout.

—David W. Lucier, Kim's Import Motors, Amsterdam, New York



Thought I would send along a picture of the completed project. Yes! Six years later my 1951 TD is ready for the road. What a great machine to drive! Thanks for your help over the years. I've thoroughly enjoyed talking to you all and hope to get out to Goleta sometime.

This will probably be after checking out on the Boeing 757 at Northwest this summer since the aircraft I am now on (B727) doesn't go to the West Coast anymore.

As you can see in the background of the photo I look forward to continuing the fun I've had with the TD. Up on

stands is '46 TC #1549. This is a real sickness, as after this is done, there's a J2 to follow!

Thanks again for all your help,
 —Capt. Ric Stephens,
 Grand Rapids, Michigan



It was an absolutely beautiful day, when I washed my MGC and decided it looked so good, I had to take it for a spin. Once on the road, I realized I needed gas and pulled into a local gas station proceeding to fill it up.

Shortly afterwards, I noticed a car pull in behind me and an elderly gentleman got out and excitedly asked if he could look at my car. I thought he was going to tell me about his first MG or some similar story. He explained that he was 73 and before he departed this mortal world he wanted to buy a car like mine to enjoy! I thought to myself "what an odd way to justify buying a British sports car."

He then said "Would you mind if I asked how much something like this would cost?" I replied that depending upon the make, model and condition of the car something between \$4000 and \$14,000. He said, "No, no, how much did this car cost new?" I said when it was new the cost was somewhere around \$3,000. He again replied, "No, no, how much would it cost if I were to buy it new—right now?" I said "New? This car is a 1969 and you can't buy a new one. They quit making real MGs in 1980."

Well he couldn't believe it. He said he thought the car was brand new. BRAND NEW! I knew then that his eyesight had to be bad. There was nothing left to talk about and he got in his car and drove off. I told my wife of this episode and she said I should have sold him the car. But honey, if I did that, where would my next story come from?
 —Nick Swanson, Hermitage, Pennsylvania

I just downloaded the Sprite/Midget Catalog and all I can say is, WOW! It looks great (just like the hard copy) and it really didn't take very long at all. I also picked up the Fax Order Form too. You guys are making it way too easy to go overboard buying car parts. When I told my wife about the catalogs, she actually shuddered at the thought. With four MGBs and a Midget, who can blame her? Now, if you only had some sort of Direct Deposit program...

—Kriss Bickel, via e-mail

I am moved to write in response to Don Fenton's experience in smog testing his MGB (*Moss Motoring*, Spring '97 issue) I have been a licensed Smog Technician since 1978 and the owner of an Austin-Healey 100-M since 1971. I began my automotive career in a British car shop and now work at a Toyota dealership in San Francisco.

At the risk of offending Mr. Fenton I don't think he fully understands what tailpipe emissions are being measured in the smog test. The first is the percentage of Carbon Monoxide (CO). This is best described as a by-product of incomplete combustion and is essentially partially burned fuel. A leaner mixture results in a lower CO%, and a richer mixture results in a higher CO%.

The second component is Hydrocarbons (HC) which is measured in parts per million (ppm) and is raw unburned fuel. Hydrocarbons will increase considerably if the mixture is set too rich, or if there is an ignition misfire or mechanical problem resulting in a misfire. If I understand Mr. Fenton's letter his problem involved a stuck choke which left his MGB running too rich.

As far as his problem getting the car repaired to pass, I have several suggestions which might be helpful to all your readers. The first and most important, is to maintain your vehicle properly. Secondly, since very few home mechanics have the equipment necessary to accurately measure tailpipe emissions it is almost impossible for

(please see page 19)

Mystery Car Corner

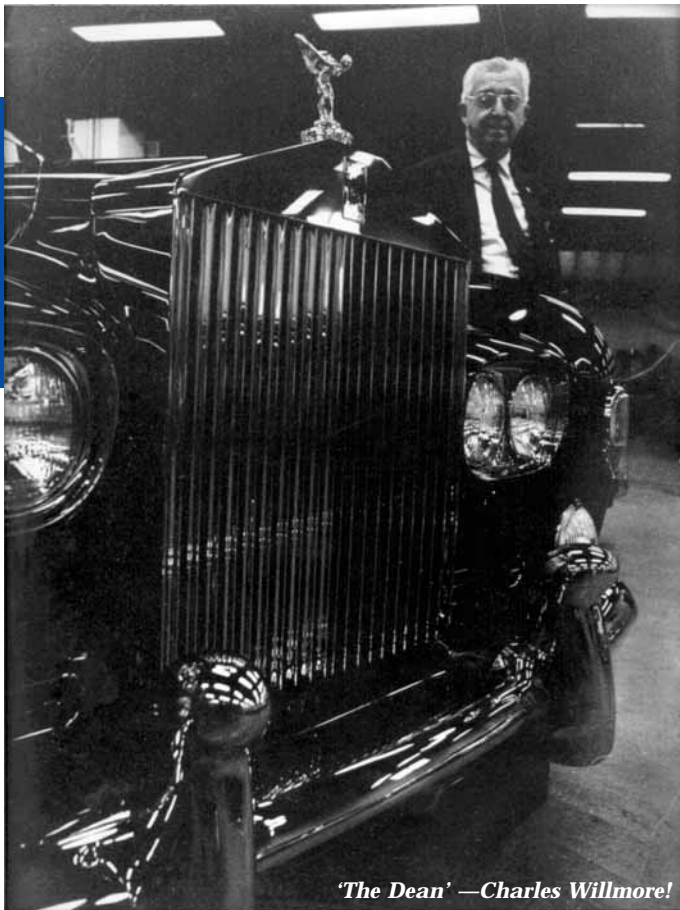
First of all, the results of our caption contest in the Spring '97 issue of *Moss Motoring*, which depicted members of the Southern California MG Club pushing the bus—despite the fact that all their MGs were running beautifully! Right here I'd like to say that I feel we have one of the most humorous and "off-the-wall" bunch of readers I've ever had the pleasure of knowing! We thought we might get a few references to Lucas electrics and we were right! (Just remember however, that every 747 flying has some Lucas electronics!) After much deliberation by our staff, the winner chosen was Maureen E. Bangle of Courtland, Virginia. A Moss gift certificate will be winging its way to Maureen as we speak. Her caption for the "buspushers" read—"Pop the clutch!! Pop the #!*%\$@ clutch!!!"



So. Calif. MG Club put their backs into it!

We now return to asking you to identify an automobile and we'd like you to tell us what is depicted here. Answers on a postcard only please to: *Moss Motoring* Mystery Car, 440 Rutherford Street, Goleta, California 93117. The closing date is June 30, 1997.





'The Dean' —Charles Willmore!

WHEN THEY WERE NEW

“The Tiffany of Automobile Dealers”, was the way one satisfied customer described J.S. Inskip, Inc., the New York based pioneer distributor of British luxury and sports cars. Formerly the national sales manager for Rolls Royce during the “Springfield” era, John Inskip represented MG, Austin-Healey, Riley and Morris in addition to Aston Martin and Rolls/Bentley after W.W.II.

In addition to functioning as an importer and distributor of automobiles and spare parts, Inskip flew his banner over retail dealerships in mid-Manhattan and in Providence, Rhode Island. The roster of Inskip’s clientele included the elite of American industry, entertainment and society. Supporting the company’s dealers, Inskip’s New York headquarters also fielded a competition MG ably piloted by David Ash, AKA “Mr. MG”, who then headed the distributor sales operation.

In a less formal arrangement, the Providence service manager, Gus Ehrman, a former RAF fighter pilot, was the ‘man to beat’ on the North Eastern SCCA circuit. Much of his spare time was spent at the wheel of an MG TD with #27 painted on the door. Ehrman, who left Inskip in the early 1950s to join BMC importer Hambro, also raced Austin-Healeys at Sebring. He was a member

At Full Chat

BY HARRY NEWTON



Lord Mountbatten visits Inskip.



Our scribe (right) in his younger days!

of the three man team who, in 1959, established a number of FIA records with EX219 on the Bonneville Salt Flats.

Fittingly, Gus Ehrman rejoined the Inskip organization in late 1964 as the corporation's final and only non-family member President. At the time the company's payroll numbered nearly 200 people. He then went on to a final assignment as consumer relations manager for Jaguar during its most lamentable period. It is interesting to note that Inskip was never a Jaguar dealer, neither was he from England. J.S. was home grown, a *New Englander*, if you will!

What kind of people were these who sold British cars against all the odds? In 1963, I joined Inskip, Inc. as a salesman...and three months later I was promoted to Retail Sales Manager. In many ways it was the best job I ever had in an auto industry career that spanned forty years. Earlier that year, when I had gone up to Inskip's to buy a new MGB, company president, George Jessup took me to lunch at Longchamps. At the time I was a Buick salesman in New Rochelle...it was a good living and only a five minute commute. Over lunch, we discussed the possibility of me joining the Inskip organization, and a few months later, assured by George that I would do at least as well, I made the switch.

The dean was Charles Willmore, who had been employed by Inskip since the early 1930s, when the Brewster Body Company was acquired from Rolls Royce. Charlie, as he liked to be called despite his 88 years, had gone to work for Brewster in May of 1898. He kept records of every sale in spiral notebooks and measured his success by the num-

ber of a family's generation who had purchased cars from him! He never asked for any consideration that his almost ninety years might have warranted and after we closed the New York showroom in 1967, Willmore then sold Volvos in New Rochelle until well into his nineties.

In 1950, it was Bill Day who sold me the MG TD that was my first transaction with Inskip. Also with Inskip since the 'thirties', William U. Day came to work every day attired in a blue pinstriped suit accented by dove gray spots over highly polished black wing-tips. But, he brown-bagged his lunch! In 1964, when he decided he had been a salesman long enough, he took up a post at the showroom front door where he greeted visitors, many of whom were his former customers.

What kind of people were these who sold British cars against all the odds?

When it came to product knowledge, Bill Knauf was an encyclopedia. He knew every feature of every Rolls Royce and Bentley. (He also enjoyed his Martinis as much as any of us!) Knauf was incapable of fabrication or guile, a totally ethical man and so reliable that I soon named him Assistant Sales Manager. Every one of Bill's customers, whether in the market for a new Phantom V limousine or a used MG Midget received the same knowledgeable, sincere, and respectful attention.

Geoffrey Reynolds was our "profes-

sional Englishman", a suave dilettante who carried an aura of faded nobility. He often took time off and sold fewer cars than the others and it might be said that Geoffrey didn't really sell cars—he deigned to allow a select few people to purchase a car from him! Like Willmore and Day, I don't ever recall ever seeing Reynolds attired in anything other than a blue pinstripe suit.

Handsome, devil-may-care Eric Barry Watts, was a young Englishman of an entirely different stripe and always seemed to be in hot water! Barry was very good at ferreting out potential Aston Martin buyers but something about him made him a mascot for the other salesmen, who rose as a group to his defense whenever one of his too frequent peccadilloes jeopardized his employment. Barry's post-Inskip career included high managerial offices at Bloomingdale's and Harrod's.

Charlie Coy came to us via the Westchester Sports Car Club and the SCCA. During his two years at Inskip, Charlie developed a steady following, including Sammy Davis, Jr. who once gave Coy an order for three Rolls Royces—Christmas presents for a trio of Hollywood friends!

Roger Brady came on board to head up our newly formed Overseas Delivery Department while Bill Alley and myself had been associated in one way or another since 1949, our first year as automobile salesmen. Bill came to Inskip on a short term assignment to appoint dealers to handle our ISO Rivolta franchise. The job was nearly impossible due to the deteriorating relationship between Inskip and the Italian manufacturer. Bill's most important qualities turned out to be pragmatism and taciturnity.

There were other key players, all of whom were part of the Inskip tapestry. Colette Coby-Pratt had worked for Carroll Shelby in a PR capacity. Shelby introduced us at Watkins Glen in 1963 and I later hired her as Inskip's first and only female salesperson! Eddie Halpern, AKA The Mayor of 64th Street, was one of our two company chauffeurs. A character right out of a Damon Runyan play, Eddie was the company bookie, fixer of tickets and ethical arbiter. My family loved him, and he them. I'm not however sure that I had his unqualified approval! Ernest Francotte came from a famous Belgian family, renowned as makers of superb shotguns. We had to give him a long lunch hour every few months or so, that he might take in the inventory of fowling pieces at Abercrombie & Fitch!

These then are just a few of the characters who strode across the Inskip stage at a time when British cars, especially sports cars, were much sought after. How times change!



Sprinzel Speaking...

MGs and Me

John Sprinzel

My first conscious thoughts about MGs were not long after the end of World War II, when I was an apprentice in a printing works and the manager purchased a J2. He was quite an old guy—by which I mean he had a daughter of my age who was, what is nowadays called, an exotic dancer at one of London's most fashionable nightclubs—and this only added to the sporty impression which the J2 gave him. I do recall that he had a lot of trouble with oil leaks due to a vertically mounted dynamo—which seemed to double as a valve drive—all very mysterious, but definitely a great car to be seen in. I was heavily into motorcycles at the time, and cars didn't appeal until after my service in the RAF, so it wasn't until much later on that MGs again appeared in my sights. First a TC, which was just too small for someone of my height, and then a TD which was a little better, but didn't seem to have much in the handling department. They were great looking—with slab fuel tank strapped to the back, and spare wire-spoked wheel sticking out even further behind. Sounded great too, but as we had just started Speedwell Conversions, and had regular use of modified Austin A 35s, the T's performance and road-holding just didn't hold up against the small modern saloons. Anyway, a year of rallying the new TR2 had certainly spoiled me for leg and elbow room, cornering ability and outright power.

When I started to drive for Abingdon, David Seigle Morris and I shared a ZB Magnette on the Tulip Rally. They were still being "built" at Abingdon, and really were a delightful sports sedan. Quite a plush interior was coupled with excellent performance and quite a few MG enthusiasts switched from two seats to the Magnette's four, when growing families dictated the change. It wasn't often that two drivers shared a rally car—for obvious reasons—but David and I, who were mates anyway, got on like a house

on fire, and took evenly spaced shifts at the wheel or in the fright seat, shouting encouragement. We were having a real battle with the works' Riley 1.5s (nasty little Morris Minor clones with loads more power) and were managing to stay ahead of them. We got so enthusiastic that on one long timed section along twisting mountain roads, the passenger would lean out of the window to better see around the blind corners. Finally the water pump packed up, and although we struggled on, inevitably everything stopped, and we had to retire.

A Twin Cam came next, for the 1958 Tulip, and this was terrific, by far the MG model which I liked above all others. Still with a separate chassis which gave good rigidity and excellent cornering with just a touch of under-



...David and I, who were mates anyway, got on like a house on fire, and took evenly spaced shifts at the wheel or in the fright seat, shouting encouragement.

steer, the four-wheel Dunlop discs were like nothing I had ever driven on, and stopping, by comparison with drums was sensational. I did the naughty at the Formula one circuit in Zandvoort in a rainstorm, spinning into the woods, fortunately without much damage, so was given another chance with this coupe on the Greek "Acropolis" Rally. The power output in the higher rev range was very good indeed, but you had to lift off at 7,400, because at

7,500 the valves touched, and it was all over. Once again, the superb braking was giving us a chance for the lead, but trying to pass the front running Porsche Carrera (the old style based on the 356 model), I hit a patch of gravel and shot over a cliff! This incredibly tough coupe was manhandled back on the road and driven back to Athens, it then crashed on two other rallies (not driven by me, I might add). I saw the same incredible coupe at a recent MG display day at Abingdon, looking superb for an ex-competition car with such a dismal record!

In 1963 and 1964, I shared ex-LeMans MGBs with Andrew Hedges on the Tour De France Automobile. I'm quite sure I don't have to describe Abingdon's most successful product in these pages, but with all the extra power, improved suspension, and aerodynamic enhancement of the dropped-snoot front, this was a pure delight to drive and navigate. The ten-day Tour had HUGE prize money for those days, and attracted dozens of racing drivers in Ferraris, Porsches and the like. Just like the cycle race version, this Tour visited scores of race tracks and hillclimbs, while still leaving time for excellent meal breaks—essential in a foodies paradise like France, and even the odd night's rest in bed. On the first occasion, we were miraculously up in the top half dozen with our swift 'B when coming through the Pyrenees just a day or so from the end, the on duty driver, Andrew, fell asleep and totaled the car. Fortunately we were near Perpignan where my aunt lives, so after release from the clinic, friendly R&R was arranged. Darn it if the following year we were more or less repeating the giant-killing act, when not two miles from the previous crash scene, the head gasket blew, and once again my aunt had a visit.

Although Sprites had been my main rally weapon, I did take a Midget on several Internationals in 1966, losing a core plug just by Nice Airport on the final miles of the Monte, and suffering my worst-ever crash on the Circuit of Ireland, which entailed some serious doctoring at Limerick hospital.

Although I have always been a Healey man, and Sprites were my choice of weapon in competition, the totally civilized later versions of the Midget were a big change from the old Frogeyes. Proper doors with wind-up windows, a decent boot/trunk, leg room, a much improved top, and with modified 1275 engines PLUS synchromesh on bottom gear—this was living high on the hog. We even managed to salvage the good bits and built them into a very different Midget to take on the London to Sydney Rally, the very first modern "Marathon" which took us across Europe, Turkey, Iran, Afghanistan, Pakistan and



...the totally civilized later versions of the Midget were a big change from the old Frogeyes.

through India to Bombay, where a waiting Liner took the surviving cars and crews to Perth for a final mad dash

across Australia. This was one of the high points in terms of sheer adventure in all my twenty plus years of competi-

tion, and deserves a page or two of its own, but certainly the Aussies took the little Midget to their hearts and we were well feted and written about after our arrival in Sydney.

Finally in this MG saga, *The Daily Telegraph* newspaper sponsored me in a MGC coupe on the 1970 Monte Carlo Rally. I had written and driven for this rather conservative paper for some years, and the editor had wondered how an unmodified, used private car would cope on an International event, up against all those highly modified factory cars. So we took my ex-wife's totally stock MGC Coupe with 10,000 miles on the clock, gave it a good service and took off for the Principality. The 'C was great, keeping up with most of the field—though obviously not the serious works Saabs and Lancias of the day. The heavy packed and rutted snow finally blew out the rear shocks, so no glory on that occasion, but as a comfortable, warm transport, with carpets and radio all in place, this was certainly the most pleasant of competition cars in the MG range.

A MODEL EXPERIENCE AT HALLOWEEN!

I read in a recent issue of *Moss Motoring* how a club had used the famous Moss cardboard cut-out cars at their summer camp. I have kept all my back issues of *Moss Motoring* containing the cut-outs and lo and behold, last Halloween it paid off!

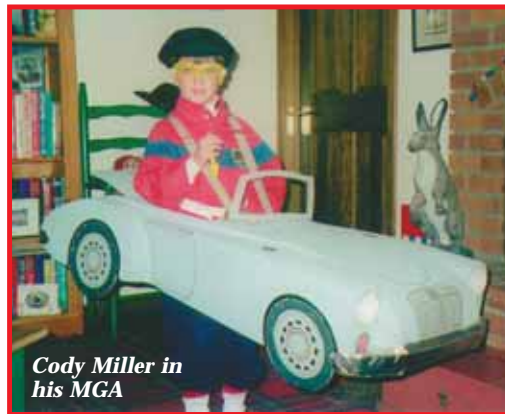
At first my son Cody wanted to be like everyone else and dress as a Power Ranger (no relationship to a British Range Rover) but then I suggested maybe he goes as a sports car.

He liked that idea and of course wanted to go as an MGB, like ours. I couldn't find the MGB cut-out but I did find the MGA and I told him Grandpa used to have an 'A so it was OK!

So now, to take this six-inch model and make it fit the five-year-old boy. Shrink the kid? My wife Elizabeth says NO! Enlarge the car—Yes! I took the original cut-out to my son's school and had his kindergarten teacher copy it onto a clear transparency. Then, with butcher paper taped to the wall, I used the overhead projector to project the car's image onto the paper, adjusted the size so his little body would fit into the cockpit and presto! A full size pattern!

Now down to the local appliance store for a refrigerator box, cut, hot glue and paint and you have the coolest costume in the neighborhood. I added a few options not found on the original cut-out model, such as battery operated headlights and a real opening trunk (via a pull string) in which to put his candy! Add a driving hat, gloves, goggles and a scarf and it's time to hit the street! Even without a heater, it was a hit!

—Kurt K. Miller, Renton, Washington



Cody Miller in his MGA

“CLICK”

A Poem for Kevin (and the '71 Spitfire)

Those knuckle-busting winters
the creeper slid on
gray grease cold,
coffee cups of 95 octane
warming on the Kerosun
Saturday's whorl of thumb
print bookmark *Haynes Manual*
quick index for engine ills.

Odometer pushing ninety-seven thou,
speedo stopped at zero. Still
we hauled her home in
peach baskets full of
pipe dream projects.

Now Christmas jewelry's fool's
gold glitter brass trunnion
beneath a rusting ball joint
Well, this spring she come easing
down (click, click),
rust and grease among new glimmer
from her jack-stand perch.

Shudder, putter, making/breaking for
the light of day
beyond a green garage door
car splutter, valve clatter
clutch judder. Whiff us a blue
kiss of oil-rich smoke
and how our grill-wide grins.
the proud, the emblem, the rusty success!

—Walt Peterson

Converting the Younger Generation

Clell G. Ballard



Back in 1960, a several years old, badly flogged and very tired MGA showed up on a used car lot not far from where I lived. "Foreign cars" of any kind were almost unheard of in my isolated rural area and because of that, the dealer wanted to get rid of it as soon as possible! A friend of mine and myself thought we would buy it sharing 'half-and-half' but we never got the \$600 together and our parents vetoed the idea anyway!

Fast forward thirty years to 1990. I lost track of my friend who I knew had at least two Corvette Stingrays in his adult life. I bought a supercharged Studebaker Avanti in 1968 and still have it. I guess you could say that we never got the sports car syndrome, that the MGA planted there, out of our systems. However, the unique excitement of a British sports car still beckoned from the distant past.

One of my sons had obtained a nice 1971 AMC Javelin SST while in high school but a terrible thing happened to it. The car was stolen and totaled by a DUI maniac who wrapped it 'round a power pole! The insurance company paid out and we decided to buy an inexpensive car until we could find another Javelin. My long repressed memories of the MGA surfaced and I talked my son into trying to find an MG. Thus we set out in search of an elusive British sports car.

Idaho is not a hot bed of sports car activities, in fact sports cars of any kind are most unusual in these parts. However, after several months of searching we located a 1964 MGB for sale about 130 miles away. A special trip was made, the car examined and test driven. I relived those days of old and my son found out how much fun a real sports car could be! A deal was struck, half the Javelin insurance money changed hands, and my son drove the MGB home.

If you know how to read Idaho automobile titles you can determine how many owners a vehicle has had. We were almost shocked to find that my son was the eleventh owner!

As time went by he lived with it and discovered many questionable things those other ten owners had done to that little red 'B. Some were improvements, many were the opposite.

On the positive side was a Weber side-draft manifold and carburetors. On the negative side was no vacuum connection on the Webers so the distributor advance pipe hung down loose. Positive, a racing-type front anti-sway bar. Negative, the sway bar was mounted incorrectly so it squeaked loudly as it rubbed on the front suspension. Positive, a new Porsche-red paint job. Negative, at least five layers of paint under it, each a different color!

In spite of these and other problems, the car went like a scalded cat, made wonderful sounds through a 'smitty' muffler and top down driving pleased my son immensely. During the summer and fall months he enjoyed himself as never before and his high school friends envied him and his little red car.

THEN OUR EXTREME WEATHER ARRIVED! Unfortunately, I had not prepared my son for how the cold weather affects those early British cars. He thought that winter driving meant putting up the top. Difficult starting began in late October and by mid-November he had to—horror of horrors—walk the several blocks to school. When the car would run the

heater produced very little and we spent a lot of time trying to improve this area of comfort.

When he complained, and he did so frequently, I tried to convince him the fun and enjoyment of the warm months meant more than the fact the car rarely started in the cold. My arguments seemed to fall on deaf ears!



Christmas vacation arrived and he drove it about 100 miles to his girlfriend's home to visit for a couple of days. A huge cold wave came out of Alaska and brought the coldest temperatures our area had experienced in 100 years! At our slightly higher than one mile elevation, the temperature was 50° below zero! That was the actual temperature—NOT the wind chill factor! Where his girlfriend lives, several thousand feet lower down, it got to 28° below. In such extreme temperatures it wasn't only British cars that wouldn't start!

The cold spell lasted a week and Christmas Day fell right in the middle. For the first time in his eighteen years, our son was not at home for Christmas. There was no way he could get his MGB started and even if he had been able to, he would have frozen solid trying to get home due to the weak heater and multiple gaps around the convertible top. He was very angry! I can still remember what he said on the phone, "Dad, your talking me into buying a stupid British sports car was the worst thing you ever did!"

Warmer weather did return and his MGB ran. We had a 'special' Christmas for him when he got home just before New Year's, and eventually spring came and down came the top blanking out those bleak winter experiences from his consciousness. It may have been old and its condition some-

(Continued on page 13)



THUNDER IN THE VALLEY!

Left—British club cars prepare for track laps. Directly Below—Minis head to the grid for the Sprite/Mini Challenge. Lower Left—Kenny Rogers returns to the paddock.



A record crowd of competitors and spectators gathered at Buttonwillow Raceway Park in the San Joaquin Valley for the second Moss Motors British Extravaganza which this year featured the three-wheeled Morgans.

Organized by VARA, the event attracted over 200 race machines and the program of nearly twenty races included the Moss-sponsored MG/Triumph Challenge in addition to the Sprite /Mini Challenge. Other races saw Shelby GT 350s, '65 Corvettes, and Chevrons thunder around the track in addition to the many MGs, Triumphs, Formula Fords and other fine vehicles in action within the seven classes.

An all-British car show catering both for the daily drivers and concours enthusiasts complemented the sporting side of the weekend and drew some of the best prepared show cars west of the Rockies. Several British car clubs also took advantage of the free facilities offered to set up their booths and pavilions to attract new members. In addition, many of the club people and spectators took the opportunity to drive the track at Buttonwillow in their own cars in a series of 'Lunch Track Tours'. Pace car 'track tour' rides with professional drivers were also to be won in the gigantic raffle held over the two days of the event.

Saturday evening's entertainment drew a really friendly crowd as racers and club enthusiasts came together to partake of the excellent trip-tip barbecue prepared by the Buttonwillow Chamber of Commerce during which Wes Selvedge, former US Aerobatics Champion, hurled his Pitts Special around the sky creating breathtaking dinner entertainment! This was followed by the infamous Buttonwillow Karaoke Contest which had no shortage of willing performers, many of whom were extremely talented, among them Moss Sales Manager, Mike Chaput, whose rendering of *You've Lost That Loving Feeling* followed by Bon Jovi's *Dead or Alive* brought the crowd to its feet! (Or sent them to bed early!—Ed.)

All the proceeds from the weekend went to the Bakersfield Boys and Girls Club. With the addition of the proceeds from items donated by Moss, a portion of the gate money, and the prize drawing for a beautiful 1966 Mini Cooper donated by Barret Blaine, the club benefited by the magnificent total of \$17,000! A wonderful achievement!

The Three-Wheeler Morgan Club turned out a wonderful array of cars and together with several other classic

the 'tripods'! Incidentally, Pete Thelander in the MG NE took the checkered flag in the Sunday event.

In the MG/Triumph Challenge, on Sunday morning we witnessed a thrilling race with the lead changing hands several times, eventually seeing Kenny Rogers in his MGB emerge victorious by a whisker over Event Chairman, Dan Longacre. The Sprite/Mini Challenge was another runaway pole to pole win for Tom Colby in his superbly prepared, turquoise, Speedwell Sprite. The successful winners received finely-crafted trophies donated by Aardvark Racing Mirrors.

The weather remained 'California fine' for the whole event and Moss Motors were pleased and proud to be associated with this second British Extravaganza, held together in fine style by our Chairpersons, Dan and Darlene Longacre. We look forward to you joining us at Buttonwillow April 18-19, 1998 for the third Moss British Extravaganza!



antiques had their own race which provided spectators with a unique opportunity to see some very rare and unusual pre-war machinery—a 1922 Ford Speedster, an elegant 1929 Lagonda, a really neat 1935 Wolseley Hornet and a 1934 MG NE factory car complemented

**MOSS EXTRAVAGANZA
CAR SHOW
WINNERS**

Group 1—MGB—*Robert Ikola*
 Group 2—MGA—*Greg Watson*
 Group 3—TR6—*David Berquist*
 Group 4—TR4/Spitfire—
 Richard Koch
 Group 5—Jaguar—*Jay Burton*
 Group 6—Other British—
 John Nelson
 Group 7—Show Division (A)—
 Todd Deschler
 Group 8—Show Division (B)—
 David Kenney

BEHIND THE SCENES AT MOSS



"Walking down the brightly lit warehouse aisles is like coming home. Fourteen rows wide and as long as a Joe Montana touchdown pass. On the shelves are wonderful things from the past. Three kinds of knock-off hammers, chrome trim, Sprite valve covers, TR6 crankshafts, and all the famous names from the past. Connolly Leather, Wilton Wool, Lucas. SU, Girling—you name it—Moss Motors has it!"

So wrote John L. Stein when he visited with us on behalf of *Sports Car International* magazine several years ago. Today much remains the same but on an even larger scale. Fact is we now have 39 rows times two! When we left you in our last issue we were about to enter our main warehouse having toured the sales area and peripheral support operations. Imagine, if you will, two football fields stacked on top of each other! I know that's difficult but it's the only way we can put the size of our warehouse into context.

Orders generated on the telephone are translated into a computerized listing with the part number and the physical location of the part entered on the picking document. This ensures a minimum of travel and time for our many parts pickers around the huge warehouse where currently we have over two and a half million parts on the shelves!

Conveyor rollers also help speed the completed order on its way to quality control where each item is inspected and then checked to see that it is for the vehicle the customer is ordering for.

The parts are then carefully packed by skilled staff to ensure that they arrive on your doorstep in good condition and each order bears the name of the person who packed it. The Moss Crew under the direction of Warehouse Manager, Paul Barker, are not afraid to put their name on it!

On to the shipping department, a vital part of the process of getting orders out to you same day as we promise in our advertisements. Not only are packages for the US mainland handled here, but also the hundreds of orders we receive from around the world. Europe, Japan, and Australia are just a few of the countries where we have valued

Consequently we are proud to be acclaimed one of the largest UPS customers in Santa Barbara county.

Where do all the parts we are sending out come from, you may ask? At last count we had vendors in 24 different countries. Weekly air freight deliveries total many thousands of pounds annually. This is in addition to sea containers arriving frequently. All these arrive at our receiving department where they are carefully unpacked, tagged and placed on the shelves. Many of the parts are still obtained from the original equipment manufacturers, but this is not always possible and we have to look elsewhere.

To this end, thousands of the products we stock have been resourced and then caused to be remanufactured by ourselves. As founding members of the British Motor Heritage Specialists organization we have been able to obtain access to original plans and drawings to get those 'no longer available' items made to keep your car running! Also we have the tremendous unique resource of our own in-house machine shop, which together with our upholstery division, manufactures over 1100 items right here on the premises!

The day-to-day running of the company is administered from our corporate headquarters situated at the other end of the main Moss Motors facility. Here the complex issues of finance, human resources, safety, and the hundred and one other items involved in the day-to-day running of a successful major company are dealt with.

We hope you've enjoyed a little glimpse of behind the scenes at Moss but the written word really cannot do justice to our operation of which we are all very proud. The best way is to come and see it for yourself—you'll be more than welcome!



customers. Knowing which carrier to use, which route to send the goods are all part of a fiscally responsible shipping crew. Company-wide we ship hundreds of thousands of packages every year and in the last 12 months we shipped millions of individual parts!





GEARING UP AT MOSS MOTORS REBUILD SEMINAR!

Nearly forty enthusiasts of all persuasions attended the first ever indoor Gearbox Rebuild Seminar during February at Moss Motors East Coast Facility in New Jersey.

The seminar was presented by Nick O'Donohue who stripped down and then rebuilt, step by step, an MGA 1600 MkII transmission. Using parts from the Moss shelves, the procedure which lasted some five hours was observed with great interest and attention to detail by the assembled audience. During their visit they were also able to enjoy Moss hospitality in addition to a special discount of 15% for parts purchased during the day.

Questions on a wide range of gearbox topics were asked, and answered, by Nick, who we thank very much for his time and patience in conducting the seminar.

Moss East Coast Manager, Joe Capela, welcomed members from the following clubs—Eastern New York MG Club, Central Jersey MG Club, New Jersey MG T Register, the Austin-Healey Sports and Touring Club and the Long Island New York MG Car Club. It is hoped that this will be the forerunner of an occasional series of such events at our New Jersey facility.



THE YORK FLYING 50

Our photograph was taken at the 14th Annual York Flying 50 Speed Classic held in the historic town of York. Situated in Western Australia's Avon Valley the event brought together an incredible collection of historic and classic sports cars, racing saloons, sports sedans and GTs.

However, more than just a car event, the 'Flying 50' is a re-enactment of how motor racing was once conducted throughout Australia. Until the mid 50's, racing was staged on closed street circuits and dubbed "round the houses" racing. The format was abandoned in Australia following a disastrous European event in which a large number of spectators were killed or injured.

Remaining dormant until 1981 the 'Flying 50' has since been staged 13 times in Western Australia—the only state to hold these re-enactments.

Always strongly represented, the MG TC Owners' Club entered seven TCs, a TD and a Y-Type in the Historic Sports Car Race with the winning car being driven by TC guru, Mike Sherrell.

—Graham Mackie

Converting the Younger Generation (Cont. from Page 10)

what sad but that MGB provided hours of enjoyment and reliable transportation for two years of high school and four summers' vacation driving during college.

As college graduation approached, he called me and dropped a bombshell, "Dad, I have decided that I would like to rebuild my MGB from the ground up so I have a "new" one. What do you think?" I wasn't too interested in such a project but he informed me that it was possible to buy a new bodyshell from Moss and that it was an idea worth considering.

To make this long story shorter we didn't rebuild the '64 MGB. We found a recently restored 1965 MGB which had had lots of money spent on it and which we were able to buy for less than the cost of a replacement bodyshell. So, two years later, the son who at one time thought that buying a British sports car was the worst advice he had ever followed, cannot imagine what it would be like driving anything else. He just completed a 2500 mile trip across the U.S. of A. when returning to graduate school!

One last thing, the Javelin was, with great effort, recreated after the wreck (nicer than original!) and now sits in the garage under cover while my son drives a British Racing Green MGB. I have inherited the red MGB. Maybe I could rebuild it for myself and again recapture the excitement I felt when I first experienced that MGA back in 1960?

MOSS MOTORS/BRITISH AIRWAYS:

One provides excellent service with parts for your British motor car.

The other provides excellent British service to all parts of the world.



BRITISH AIRWAYS



Finally—An MG in the Drive!

Tom Bougher



(We've talked quite a bit about the development of the younger British car enthusiast in recent issues of Moss Motoring. Tom Bougher now adds to the saga...)

I remember the first time I sat in a new MG. The color, the smell, the feel...the glare! The salesman was not overjoyed at a 14-year-old British car enthusiast in his car and after a mere two minutes and forty seconds behind the wheel I was asked to kindly remove myself from his establishment. (Wanna-be's could look in through the windows.)

Even after such unique customer service, I knew a Matchbox version would no longer satisfy—I wanted an MG in my driveway! Growing up in Iowa didn't help my love for British cars, what few were around stayed indoors during our long cold winters.

Oh, but summertime meant vacationing in Southern California! Cousin Ken's family had two MGs and a Mini Cooper, and a friend with a Sprite taught me all about cruisin' the beach...sunny, breezy memories!

Yet the years passed and still no MG...College, marriage and the Ministry...no room for MGs.

Now it should come as no surprise, that my love for MGs would somehow mysteriously rub off on my son, but it wasn't easy. He seemed able to pick out every Firebird on the freeway, and the Dukes of Hazzard had him jumping all of his "Hot Wheels" over the couch. "Yahoo!" At three years of age I was sure he was headed for a Motown Muscle Car!

I just kept praying and pointing out every MG that went by. Eventually the British culture took over and after his sixteenth birthday we began the search

for the right MG. Todd's first car would be from the Abingdon factory! My plan (and prayers) worked!

Have you ever investigated any ads that run like this...'77 MGB, good condition, needs work, still runs, must sell, \$2800 obo. Call 666-RUST? There appears to be a British car 'twilight zone' in every town and city, and 'needs work' usually means it's an MG nightmare!

We chased down too many to remember. One I recall was way out in the country, behind the shed, behind the mobile home and near the gator pond. The owner was using it to store garden tools. Hoses were draped over the seats, shovels, rakes and hoes were sticking out of all the windows. In every crevice enough frogs to make Egyptians nervous. Poor old MG, we left that one in amphibian heaven!

Finally we purchased a red '76 MGB. Since then the car has been Todd's main transportation—and what fun! (Just to see him take Grandma for a ride with the top down was worth the investment!)

Yes, we've invested a few dollars in parts, new brake lines, new washer pump, just minor stuff but Father and son have done the work. (What would we do without our Moss Motors catalog?) At age 17, Todd has learned. He now knows how to change the oils, replace brake pads and lines, repair a rotted out door panel, remove and replace the radiator and much more. He's also learned how to understand a repair manual and call 800-667-7872.

So there's finally an MG in the drive and all we need to do now is recarpet and install a new top.

...Now, if I can just sneak the keys out of Todd's room!

A WARNING AND A TIP

Wes Maupin, Waynesboro, Virginia



It all started out with a very small leak in the radiator of my freshly restored Triumph TR3. For those unfamiliar with TR2s and '3s, in order to remove the radiator from the car one must first remove the front apron. After having taken so much time and energy in restoring this car in the first place, I didn't want to take any shortcuts at this stage, like adding 'Stop Leak', so I did all the things necessary to remove the apron and took the radiator to the local repair shop. Two days and twenty five dollars later I got the radiator back from the shop and eagerly reinstalled it placing the apron back on the car as well.

It had been several months since I had heard that newly rebuilt engine running, and I was eager to fire it up and just listen to that exhaust note once again. While it sat there running smoothly, I took a minute to step back and admire the clean, detailed engine compartment. As I was doing so my eyes were drawn to the oil pressure line running through the



The Top-Down World

John Paul Middlesworth

Here begin a column that will attempt to examine the British car hobby in all its psychological-sociological-cultural fascination. In other words, I won't answer your technical questions, since my knowledge in that area doesn't extend past the pages of a good shop manual. For me the real question is why we do this at all. We spend buckets of bucks and time on automobiles that have only one thing in common—they happen to have come from a peculiar island-nation in the north Atlantic. How does an old, indifferently reliable, rattle-trap become an all-consuming passion? We need answers.

Question #1: Are our Triumphs "toys"? Contrary to popular nomenclature, such as the term "boys' toys," our cars are in fact not toys (and not all the drivers are boys either). We mistakenly believe that because children play with toy cars that the cars adults have must also be toys. A dangerous line of thought—after all, many children play with toy guns, but that in no way makes an adult's gun a toy.

Still, the childhood connection demands scrutiny. I genuinely would like to blame my parents for this car passion. They followed the ordinary route of thinking tiny vehicles make excellent toys for a child. I had the usual assortment of trains, Tonka Trucks, and model cars. Even more formative was the toy that allowed me to make cars for myself, a little child-safety nightmare that pumped 200°F molten plastic into lead molds. Were it not for that Hot Wheels Car Factory I may never have gotten it into my head that I could be a mechanic two days a week.

Maybe blaming the folks is too easy. They got me an "Operation" game also, and yet I never developed much of an interest in surgery.

bulkhead. Then it suddenly dawned on me! I had never reconnected that line back to the oil pressure gauge which I had serviced only days earlier! Oh #*%@!

I leapt to cut the engine off. Upon peering into the interior, as I feared, I discovered a MAJOR PUDDLE of fresh oil! This, of course, had run down from the unconnected end of the oil pressure line, onto the driver's side of the transmission tunnel and soaked into the new red wool carpeting in the footwell!

Having owned British cars in the past, I was most familiar with the customary spot(s) of oil *under the car*. However, nothing could have prepared me for the sight of an oil slick on the *inside* of the car!

Childhood toys may not explain much a n y w a y . When we call our Triumphs "toys" we suggest that their purpose is capturing something of the joy of childhood. Wrong.

The little cars we give kids are an attempt for them to capture part of the joy of adulthood. A toy car is an appetizer; the meal doesn't arrive for at least sixteen years. Parents think, "blowing around in a car is fun, therefore Junior ought to find it fun to push a two-inch car around on the carpet." A horrid misconception, and it never really hits the eager youngster until he gets to drive a little car at an amusement park. Now he's getting closer. Maybe Mom or Pop is in the role of passenger. But what's this? He's flooring the darn thing, as any self-respecting kid would, and he realizes his grandmother could outcrawl this slug.

Pure speed isn't the joy of a British car anyhow. Practically any family sedan is faster to 60 and no one dreams of calling their Taurus a toy. No, on toys you tinker. But is, let's say, changing your brake pads really tinkering? Heck, it's hard work. We have to look elsewhere for the toy connection.

A child receives toys in packages that have to be opened up, and maybe there's a similar attraction for grown-ups. I've seen adult faces assume a wondrous Christmas-morning glow at the sight of a UPS truck entering the drive

Once I removed my head from between my legs, where it had been placed in an effort to keep from passing out, I quickly crawled under the car and began unbolting the rails to remove the driver's seat and damaged carpet pieces. Breaking every speed limit into town, I took the carpets to the local dry cleaners. The side to side shaking of the clerk's head was not the image I had in mind upon my arrival! Apparently due to the rubber backing dry cleaning was not an option here. She suggested I sprinkle some corn starch on the soaked areas to absorb the excess oil, and then vacuum, which I did. The black stains were magically transformed into a lovely, though not matching shade of

way. But we open the parcels to find what? Bushings, valves, filters, sheet metal. If you think those kinds of things are toys then when birthday time rolls around just try swapping your kid's Power Rangers for a wiper blade and a set of thrust washers. You'll find out how much they resemble toys.

A boat—now that's a toy; a car actually gets you places you need to go. Has anyone ever actually gone some place they needed to go, like the dentist's office, using a motorboat? No. But I can in my Triumph. And since I routinely need to go several different places, it's only fitting that I own several different cars.

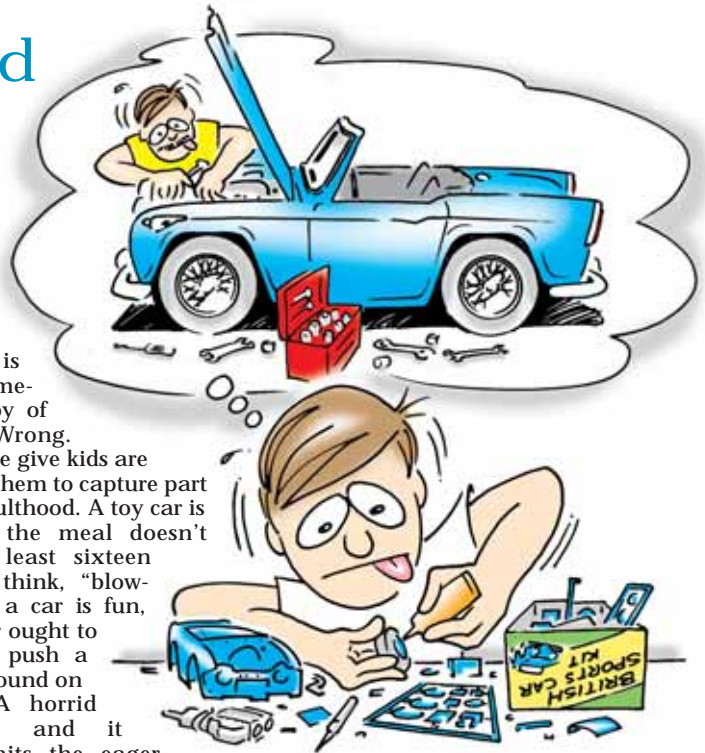
"Aha!," you say, "but do you really NEED to go on a rally or dash around some cones at an autocross?"

Yes I do. Case closed.

brown. Other proprietary cleaners did nothing to improve the situation.

With nothing to lose, I placed the carpet pieces in the kitchen sink and soaked the affected areas with the hottest water possible. I then squeezed some 'Dawn' dishwashing liquid into the carpet and using a toothbrush to work this into the pile I was pleasantly surprised by the results. Two such treatments and the spots were virtually gone and the red color stayed fast. With luck, this could result in a national TV commercial!

(The warning is to check and check again that everything is connected before firing up! The tip is to keep some dishwashing liquid handy—'Dawn' of course!—Ed.)



WHY MUST I BE SO MISUNDERSTOOD?

Catherine Gagné



I have a British car fetish that's taking over my life. I'm more interested in factory paint chips than Revlon's new colors. I have on hand at least two bottles of dashpot oil, but there's not a drop of canola in my pantry. And come spring, I spend more time in my garage than in my garden. Friends have suggested therapy.

So what if I'm a 25-year-old woman/girl/female (take your pick) in love with these cars? At least my *other* peers—fellow aficionados—understand me. *They* don't mind if I drool at the thought of having SUs overhauled. *They* understand that Rostyle vs. Wire can get just as heated as Roe vs. Wade.

But friends from my BBC life (Before British Car) just can't relate, though some have tried. One saintly pal actually listened with a sympathetic ear as I complained on and on about problems with Lucas. Her advice: Dump the guy, he's not dependable. At least she got that part.

Another friend, in an effort to reach out, offered to ride in "it" with me to the beach. After trying unsuccessfully to stuff her lawn chair into the trunk of my '72 Midget and discovering that I had removed the car's radio (it was an after-market eyesore I replaced with a blanking plate), she

had a sudden change of heart. Or maybe her reluctance had more to do with my "bring-better-shoes-in-case-we-break-down" disclaimer. Either way, I was forced to waste a beautiful day in my Mazda instead.

In an effort to preserve my social life, I've tried to hide this British car affair. I park the Midget in a garage across town. I explain that the "MG" on my keyring stands for the names of the partners in my firm.

I almost pulled it off, until the facade was revealed when a friend sat in my living room and uncovered the secret. There on my coffee table, carefully camouflaged (so I thought) beneath *Martha Stewart Living* and

Cosmopolitan, was the latest Moss Motors price list, all dog-eared and marked up with the fax order form filled out. She didn't share my enthusiasm over the headlamp gaskets I had just ordered. Nor the plug wires. Nor the sending unit. Nor yet *another* bottle of dashpot oil.

So I've learned denial is useless, and I seek social solace at British car club meetings. There I can gather in comfort with others afflicted with this strange malady, and I can stand up and share my story without disgrace.

Of course, with each meeting, the affliction grows worse. And I'll shamelessly tell you, I'm all the more happy because of it.

WAITING FOR THE IGNITION TO DRY

John R. Herrera



The photograph seen here was taken when I was on a solo, nine-day, round trip tour of the Skyline Drive and Blue Ridge Parkway in my TR3. These roads are actually part of our National Parks System and wind along the scenic Blue Ridge Mountain Range for some 570 miles through Virginia and North Carolina. There are no towns, stop signs, red lights or trucks.

Wilderness, challenging curves and scenic beauty abound. The trip is perfect for a sports car.

As I drove merrily up a long hill with a gentle curve somewhere on the Parkway, a torrential downpour killed the engine. I didn't want to stay in the road because the visibility was so bad, but there was no place to pull off. The only thing for it was to coast backwards down the hill until I could get off the road. It seemed about a mile and soon the rain stopped. I knew that if I waited long enough, the heat from the engine would evaporate the water from wherever it had done its dirty work and I could go on my way. (Memo to self: Order all new ignition parts from Moss on return home!) So I took a photograph and patiently waited.

Yes, my car was immobile in a wilderness miles from a telephone or civilization for that matter, but I wasn't annoyed. There are worse things that can happen to a person. Here I was, in a neat car, surrounded by beautiful scenery. I had no schedule to meet so

why worry about an unplanned stop?

After a while, a park ranger stopped his Blazer and beckoned me to come over. Now here might be a reason for concern. Maybe I had broken some rule about pulling off the Parkway in an undesignated spot? I walked up to the window and he spoke.

"Well," he said slowly, "I've got a Midget." When he spoke those five words I knew that he understood my plight and that I was not in trouble. For that moment we shared a feeling that is hard to explain, but one that is known to owners of old British sports cars who have found themselves broken down at the roadside. There may be some mild irritation at being inconvenienced, yet the edge is often softened by a feeling of adventure. When driving an old British sports car, breaking down is, after all, to be tolerated, if not expected! Besides these adventures are great material for the next club meeting where stories are swapped among like-minded enthusiasts. There is a bond

(Continued on page 19)

Installation of a Lucas Sport Coil (and a Horn Relay!) in the MGB

Louis C. Belby, Rock Island, Illinois



In the eternal quest for hotter spark and improved combustion, many MGB owners have chosen to replace their stock coils with a Lucas Sport Coil, rated at 40,000 volts. Ironically though, many of those who install a Sport Coil may actually end up with little or no voltage increase because they fail to wire the Sport Coil properly.

Substitution of a Sport

Coil on non-electronic ignition MGBs is straightforward: remove the old coil and install the Sport Coil just as the original coil was wired. Things, however, get more complicated on cars equipped with electronic ignition since they employ a six-volt coil whose ongoing positive input is supplied by a resistance wire.

If you look at the positive terminal of the coil, you'll actually see attached to it *two* white wires with a light green stripe that share a single push connector. One of them is connected to a spade terminal on the starter solenoid, and supplies a full twelve volts to the coil only when the solenoid is activated at start-up in order to give an added kick in a high-resistance condition. Ongoing input, though, is supplied by a resistance wire that reduces the car's normal twelve volts. The original six-volt coil supplied by the resistance wire puts out a maximum of 20,000 volts or so. If you simply substitute the twelve-volt Sport Coil and continue to supply it with the reduced voltage, you will get about half of the maximum rated output of the Sport Coil—40,000 volts/2=20,000 volts, or the same output as you got from the original six-volt coil. But if you supply a full twelve volts to the Sport Coil, you'll get the maximum 40,000-volt output. This can be easily done, as explained below.

I have yet to see a post-'75 MGB with a functioning factory ignition module, so my comments are aimed primarily at those whose cars, like mine, are equipped with an aftermarket ignition, often made by Crane. They are also applicable, though, to a post-'75 car that has been retrofitted with an older-style point distributor. In this case check to see if the original six-volt coil was replaced with the earlier twelve-volt model, with the proper 12-volt feed. If a white wire is being used for the coil input you're OK, but if it's still being

supplied with two white/light green wires you're only putting in six volts. If your positive coil input wire is neither white nor white/light green you'd better get out your voltmeter and check its voltage. If you're supplying 12 volts already, install the sports coil just as your current coil is wired. If the input is not twelve volts follow the instructions below in order to supply proper voltage. I assume that my suggestions also apply to brands of modules other than Crane, but you should verify the acceptable input voltage range of your module before proceeding.

Remember that my factory ignition module, attached to the side of the distributor, is disconnected. Therefore, the ballast resistor found next to the coil is now unused. This resistor did not reduce the voltage to the coil, but rather to the old ignition module. There is a white wire attached to one end of the ballast resistor and a white/blue one on the other end. The white wire is a twelve-volt input that is no longer needed and it can be used, as it was on earlier 'Bs, as your twelve-volt coil input in place of the old white/light green wires. Just disconnect the white wire from the resistor, attach it to the positive terminal of your coil, and put the old white/light green wires somewhere where they cannot short out. One place you can put them is on the ballast resistor terminal that used to hold the white wire you're now using for the coil input, but I actually found a better use for them as the positive input for a horn relay. Check your horn's wiring first though, because this idea won't work on the newer style one-wire horns that are grounded through their mounting screw. Since my horns were pretty weak, especially with the headlights on, I installed a spare ignition relay as a horn relay, using the old white/light green coil input as the positive input for the relay on the "W1" terminal. Although it doesn't supply twelve volts, its output is still sufficient to actuate the solenoid.

First, cut the purple/black negative wire between the right horn and the steering wheel horn push, making sure not to cut the purple/black wire that goes to the left horn. These two wires share a single connector on the right horn, and you can tell them apart by looking at which wiring harness carries them. Now, use the horn-push side of the purple/black wire as

the negative input on the "W2" side of the relay. Thus, when you press the horn push on the steering wheel, you close the relay. I then grounded a wire to the car and attached it to the "C1" terminal on the relay. Finally, I hooked another wire to the relay's "C2" terminal and spliced it to the horn side of the purple/black ground wire that was previously cut. The direct ground circuit to the horns improves their performance measurably, and now they sound like the "Queen Mary" (another durable British product). The only drawback, if it is one, is that the horns will only work now when the ignition switch is on, but generally you only use your horns when you're driving. By the way, if you have a Weber carburetor or retrofitted SUs, you can also use the thick green wire formerly connected to your intake manifold induction heater as a positive supply in place of the white/light green wire.

Before concluding, I should issue one word of caution. If your car is one of the few with a functioning factory ignition module, your ballast resistor is still needed and thus you can't use the white twelve-volt wire for your Sport Coil. You could still disconnect the white/light green resistor wire from the coil though, do the horn trick, and run a twelve-volt wire directly to the coil from a switched terminal on the fuse box (use #5; that's how they used to be wired). Your module would still be getting reduced voltage but the coil would be getting a full twelve volts. The white/black wire from your three-wire distributor connector, however, is still wired to the *negative* side of the coil, and I can't tell you what effect, if any, there might be on the module if you put twelve volts into the *positive* side of the coil. Although I've been told on good authority that this isn't a problem, you may wish to consult an auto electrician before proceeding. Good luck, and happy honking!



MR. MOSS BUILDS A 'B

Our founder, AL MOSS, finds that even the experts can sometimes be confounded!



In November of 1992 I had the opportunity of purchasing a 1969 MGB roadster, a local car which had been abandoned and was being sold by a storage garage. Having owned and restored many post-war MGs, but never an MGB, I thought this would be a quick and fun "fixer-upper". I was soon to be proved wrong!

I purchased my first MG, a TC, new in 1948 and this led to a life-long love and association with the MG marque. Shortly after purchasing this car, I organized the first rally held in Southern California, and subsequently formed a foreign car club, and later started what was to become Moss Motors, Ltd. Around 1954, I became an MG and Jaguar service dealer and worked on all of the T-Series models and then the MGA series. The MGB came out about the time I was going from service into a full-time parts business. (I still own, drive regularly, and occasionally Vintage Race my original TC).

After acquiring the MGB roadster and driving it a little, I proceeded to "Fix It Up". What started out as a quick "restoration" soon turned into a major project. One thing led to another and soon, there I was with a completely dismantled MGB. I discovered extensive body rust, which I thought a bit unusual for a California car, but then I found that sooner or later *all* MGBs rust! After completely stripping and cleaning the whole mess, I removed what was left of the floor panels and welded in new ones, quite a project in itself. While I was rebuilding all of the major and minor components, I transported the body tub to my ex-partner and good friend, Mike Goodman, to have his



body shop replace all the rest of the rusted areas, fitting new sills, etc. As the bill continued to mount, I realized that, at best, I would end up with a repaired rust bucket, so I took the bull by the horns, or the checkbook by Moss Motors, and purchased a brand new, crated, BL Heritage body shell.

This proved to be a very wise move, as the new body shell came fitted with doors, fenders, front apron, hood, deck lid, etc., and most important was completely primed, rust proofed, and CLEAN! Then came the assembly process, installing all of the rebuilt components, wiring, etc., after having completely painted the body, inside and out, top and bottom.

Quite a few years ago, when restoring one of my

cars, I built a simple and unique "spit" arrangement from a pair of camper jack stands I had laying about. After making suitable brackets for the front and rear of the chassis, I am able to elevate the entire assembly several feet, and rotate it 360°, making it much easier to clean, repair, paint and assemble a chassis, or in this case, the mono-coque body/chassis. This made my task a little easier.

The electrophoretic "primer" in which the new bodyshells are dipped provides excellent rust protection and a good base for the final paint coats, but it sure plays heck with all the threaded bits! However, thanks to a comprehensive tap and die set, this problem was easily taken care of. All in all, I found the fit of the body and related components was excellent and it was a real pleasure working with all new, or near-new pieces.

I don't intend this feature as a plug for my old company, but I was pleased with all of the parts I purchased for my "new" MGB, as regards price, availability and quality.

While I strive for perfection and originality in all of my restorations, I did manage to find a slightly later dash assembly, which includes a most welcome glove box. I also found a near-new overdrive gearbox, which I installed. The car was originally fitted with chrome wire wheels, which I replaced with new ones.

As the car took shape, I became increasingly unhappy with my paint job. I don't know if I have lost my touch, or can blame the results on the lousy "California-legal" paint, but it wasn't up to my usual standards. So, off came the chrome, out came the windows, off came the windshield, and back to Mike Goodman's to have his body shop apply a final coat. The car now looks better than when it came out





Some years back, I purchased a 1948 Morgan 4+4 (4 wheels + 4 cylinders), and I am itching to dig into this, and completely restore it. It will be a good stable mate for my 1948 TC and my 1934 Morgan 3-wheeler.

—E. Alan Moss

(As we go to press, Al has advised us the MGB has been sold.—Ed.)

Waiting for the Ignition to Dry

(Cont. from Page 16)

among fellow owners that comes from mutual shared experience.

After an offer of help, none required, the park ranger left me on my own again. The ignition dried out and I was soon on my way. However before I left I took the photograph and it really gives me the feeling of being on an adventure in a neat car and being broken down in a neat place. Mist rises from the wet road giving it a surreal appearance. Although the foreground is dark and depressing, the sun seems to be coming out at the top of the hill, evoking a feeling that while things may look bad now, they will get better. The graceful curve of the road holds the promise of more adventures round the bend.

Every time I gaze at the photograph on my wall I think of that wonderful trip, the rain, the park ranger and his Midget!

of the Abingdon factory nearly 30 years ago.

As of this writing (March, 1997) the restoration is nearly finished and is scheduled for complete interior refurbishing. This will be carried out 'after hours' by my friend Fran Buse (who just happens to be the manager of the Moss Motors upholstery shop!). In the capable hands of Fran, the MGB will receive the "Entire Treatment"! New leather seats and interior, carpets, top, tonneau cover, etc. I will then finish up with a "brand new" MGB roadster, in Tartan Red (naturally!) with a black interior.

I have kept track of all my expenses and found that, including the purchase price, and deducting what I got

out of the old body, figuring all parts at retail, and not yet having paid for the upholstery, wheels and tires, I have over \$13,000 in this project. And this figure does not include a thin dime for my labor! So, MGB owners, be advised, before you embark on such a project, perhaps you should consider seeking out and purchasing a complete, properly restored and/or rebodied car. On the other hand, this has been a fun and rewarding experience resulting in virtually a new MGB for less than the cost of a late model, used Miata. What will the two cars be worth ten years from now?

Now that the project is nearly complete, it is time for me to move on.

Letters

Continued from Page 5

them to accurately adjust a set of SU carburetors so they pass a smog test. Try to find a shop that is well versed in your particular make and model of car, and ideally they should also be a licensed Smog Check station.

I'm guessing that Mr. Fenton did what so many people do. He went to the corner gas station or local garage for his test. The car failed and this shop didn't want to attempt repairs. He then tried to get it to pass with a tune-up by a shop that wasn't familiar with the MGB and its SU carbs. Obviously a second tune-up didn't help either. I'm glad the problem was finally diagnosed properly and the necessary repairs made.

This leads me to the third item on my list. If your vehicle fails the test, don't just throw a tune-up at it. Proper diagnosis is the key to getting the car repaired first time and ready for a re-test. That is why item two is so important, proper diagnosis requires quali-

fied, experienced technicians. It also saves time and money.

Since Mr. Fenton's MG also had the misfortune of being labeled a "Gross Polluter" he now has to have his car tested at a state referee station in each of the next two years. Normally it would have been tested every other year at the location of his choice. The state does this to ensure that vehicles which are such heavy polluters are actually getting repaired and maintained and not just getting an illegal smog certificate somewhere.

There is however, a simple way of avoiding this indignity. The state allows vehicles to be "pre-tested". This means that the shop where you have your smog test performed measures the tailpipe emissions *prior* to running the smog test! The technician can then compare these readings to a list supplied by the state to determine if your car is within specs. If it is out of specs,

repair the problem and then test the car. If the shop refuses to pre-test your car, leave and find one that will! Overall, these same guidelines would apply to any repairs one would need to have done.

As far as the 'new' gas being the cause of Mr. Fenton's problem, the answer is NO! Is Smog Check II an attempt to get his MGB off the road? NO! It's an attempt to get him to keep it in proper running condition. The state legislature has also passed a bill to prohibit the impounding of any motor vehicle because it failed a smog test. However, an unregistered vehicle driven or parked on a public road can still be impounded and this has always been the case.

I hope the above is of help to your readers and I hope Mr. Fenton gets many more years of driving fun from his MGB.

—Craig Clifton

Have you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in *Moss Motoring* you'll be eligible for a \$35.00 Moss Motors Gift Certificate! Send your ideas to Technical Editor, *Moss Motoring*, 440 Rutherford Street, Goleta, California, 93117.

Have you ever, while working on and around your carburetors, stabbed yourself with the sharp uncovered ends of either the choke or throttle cable? Here's a simple tip that might save you a whole box of Band-aids.

Go to your local bicycle shop and ask for a couple of 'cable end caps—the little soft-metal covers that are used on the ends of bicycle brake and derailleur cables. Crimp them over your exposed cable ends and Voila!—No more involuntary blood donations! They are cheap—about 25 cents—and what's more reusable.

—Peter Cantamessa, Princeton, New Jersey

Last summer we planned to travel through some very warm areas on our way to the West Coast Healey meet in British Columbia. After having been subjected for many years to the usual interior conditions of British cars with their tops up in hot weather, we began looking for a way to keep the interior heat to a minimum.

We decided to try cutting a piece of insulation (Moss Part #409-015, Heatshield Material) to fit between the top material and the support bows. We measured the size we needed and cut it to fit, starting with a piece that was a little too large, the trimming a bit each time until we had it just right.

Since we wanted it to look like part of the car we then covered it with a piece of black shade cloth (a heavy porous vinyl material used for gardening) which is available from any good garden supply store. We cut it and taped it to the insulation with duct tape then installed the complete piece in the car. Once installed it was not noticeable—even when one looked in the car. When we wanted to drive with the top down we merely rolled up the insulation quite small and stored it in the car.

Not only did the insulation keep the car cool during the warmest parts of our drive by reducing the solar heat gain through the black top, but it also served to deaden outside road noise and our tour was much more comfortable than on previous trips. A side effect is that if used in the winter the insulation should also help keep your car warmer by retaining the heat!

—Bob and Barbara Humphreys, San Diego, California

I have been following the correspondence on battery cut-off switches in recent issues of *Moss Motoring* and feel compelled to add my tip. After completely restoring my 1972 MGB, I too felt concerned that strangers were interested in my car for purposes other than to look and admire. I listened to several solutions put forward by my fellow club members but finally took the following action.

Since the batteries are located towards the rear of the car. I installed a remote battery cut-off switch just behind the batteries IN THE TRUNK! Once activated, the car will not start without turning on the switch and the nice part about installing the switch in the trunk is that you lock up the switch when you leave the car. Most joy riders only want to enter the car and take off. On a roadster this poses no problem but with the cut-off switch locked in the trunk, the unsuspecting thief cannot easily steal the car and will move on to an easier mark.

—Kenneth E. Mull, Orange, Connecticut

In the Winter Edition of *Moss Motoring* a reader suggested a method of wiring a cut-off switch which would preserve the radio settings unless someone actually

attempted to start the engine. I offer a suggestion which actually works better, both in terms of foiling the thief and keeping your radio dial on that cherished, hard-to-tune station.

Simply mount the cut-off switch to your electric fuel pump rather than your ignition. This has several benefits, the first of which is that it will not be immediately apparent to a thief that a cut-off switch has been installed, since the starter, lights and other peripherals will still work. If a thief knows that a cut-off switch exists, he may defeat it with a quick hardwire under the hood.

The average thief doesn't know that most British cars have an electrical rather than a mechanical fuel pump, and therefore will not know what to look for. The switch can be installed in an unobtrusive spot by the base of the driver's seat where it is almost invisible and can be switched on and off without the average onlooker seeing that anything has happened.

—Richard Foss, El Segundo, California

EASY LEAK TRACING

I have come to the conclusion that British cars have a certain amount of leaks considered accepted. For those of you however, who cannot stand leaks, here is my method of locating them.

Purchase some brake cleaner and after cleaning the suspected area, spray it down with Desenex or other aerosol foot powder! Run the engine at around 1500 rpm for around ten minutes and look for the leak. If it's bad enough it will soon show up as the cleaned area with the powder will reveal all.

I have found all types of leaks using this method, from transmission fluid to fuel leaks. Best of all it cleans up easily!

—Roland Young, Cupertino, California

HIGHLY RECOMMENDED

The slipping clutch in my '72 TR6 finally got to the point where it barely made it up the driveway into the garage. I ordered a Borg and Beck clutch kit and, on the recommendation in your catalog, a high strength fork to clutch shaft pin (#596-055).

Yesterday I installed the new parts and enclosed you will find the old clutch shaft pin. After unscrewing the pin, I had to use a hammer and awl to drive out the other piece. Looking at the pin, it's a wonder the clutch ever worked at all! Everything is fine now and the clutch works really good.

That little note in blue on page 22 of your Triumph catalog is excellent advice and I'm glad I took it!

—Thomas A. Lund, Kailua-Kona, Hawaii

SPEEDO ATTRACTION

The speedometer in my 1971 MGB was reading quite a bit below my actual speed. I'd worked out a lot of the other bugs in the car but this was becoming a major irritation. There wasn't anything mechanically wrong, it just seemed that the rotating magnet had lost some strength over the years.

I expect most of you have looked inside a common speedometer at some time. There's a bar magnet, driven by the rotating cable, that spins in an aluminum cup connected to the pointer indicator. The magnetic fields set up a drag force on the cup that increases as the spin rate increases. If the magnet gets weak the indication gets to read low.

Needless to say, my amateurish attempts to remagnetize the motor merely resulted in demagnetizing it further—at one point it would read no more than 35 at 60 mph! Most irritating...

Almost despairing I finally checked my old standby, the Radio Shack catalog. Ah yes, some tiny rare earth but

(Continued on page 23)

“The Nut Behind the Wheel”

Ron Phillips



In the last issue of *Moss Motoring*, I dropped the hint that I'd cured the dreaded wheel bounce and scuttle shake in my BN1 that would begin somewhere around 55 mph. This common Healey phenomenon is finally gone from my car. Let me share with you how I cured this persistent Austin-Healey curse.

Yes, I've rebushed the kingpins, set them correctly, tightened the adjustable side rods, adjusted the steering box, tightened up the idler, adjusted the wheel bearings to specs, and set the toe-in to one sixteenth inch. But none of this mechanical work fixed the problem. What did was the new Mini-Lite replica wheels and new modern radial tires.

I have these Mini-Lite replicas on both my BJ8 and on the BN1. But where the BJ8 has direct bolt hubs and wheels, a rare standard fitting, the BN1 has spline drive hubs and wheels for fitting the “optional” wire wheels, and it is the spline drive set-up with which most of the Austin-Healeys built came equipped.

The Mini-Lite replicas on the market today are one and a half inches wider or two inches wider, than the four inch wide stock 48 spoke wire wheels fitted to all Austin-Healeys up to the BJ7s. BJ7s and BJ8s came equipped with the stock 60 spoke wheels which are four and a half inches wide. More on this width issue later.

As for tires, did you know that age can make them both hard and possibly out of round? All true. They even can develop “lumps” and tread separa-

tions, all of which will lead to wheel bounce. So, I put new Avon radial 185x15 inch tires on my Mini-Lites. While the tire is wider than the original 5.90x15 Dunlop tires, it is the same height and rolling radius. No speedometer changes are necessary and the car's ride height is as it was when originally built. Think it's not so? I have an original Dunlop 5.90, albeit a bit worn, mounted on a stock 48 spoke wire wheel that I carry for a spare. At the California Healey Week '95 at Pismo Beach, I displayed the car with this wheel set next to one of the Mini-Lites to demonstrate, indeed, that they are the same height. Why so much fuss over tire size? Read on.

For years we were told by tire companies that the replacement tire for our cars was a 165x15, a Volkswagen size. While this tire is narrower, it isn't as tall as an original 5.90. Thus, one gets significantly less road clearance with the 165. Did I mention that it was nearly impossible to purchase the original 5.90 tires here in the states after Austin-Healey production ceased in 1967? So, rather than going up the scale, most owners purchased the Volkswagen size tire as they were less expensive and available, two qualities always sure to win in any contest!

Then in the 70's and 80's, the 185x15 tire became available. But, the bad news with the 185x15 is that its extra width could “fetch up the guard” (or the ‘fender’ in “American”) as a vintage factory service bulletin is quoted regarding the BN1 models with the narrower wing opening. But for all of the rest of our Austin-Healeys, they're “right-on mate!” My BN1? It has later



BN2 wings fitted, as recommended, in that same service bulletin.

So what is this different wing thing? The only replacements the factory made were of the BN2 design. You pranged your BN1's wing? You got a BN2 replacement if you bought it from the dealer! This is why you will find some four cylinder cars with one of each type of wing fitted!

A word of caution about fitting spline-drive Mini-Lites is in order. You must take a little care to be sure they are fitted correctly. Going down the road with my son Timothy in the passenger seat, he noticed the right rear wheel was bouncing a bit. Wobbling would be a better description. Well, I told him that just wasn't possible. The hub nut was tight and a spin test by hand didn't show up any problem. But he was right! Apparently you need to seat the wheel on the splines so that the screw heads that hold the wheel's splined hub don't contact the studs and nuts that hold the car's splined hub to

the rear axle. Well, if you sort out which hub is which, you will realize that Timothy was right. Now, correctly seated, hub to hub, no wobble.

Actually, going down the road I couldn't detect the problem, but pushing the car in the garage would cause a squeak on that side. And to think I was doing a lot more than the now legal 65 MPH limit on the freeway coming home from a tech session before I corrected this. Just my good luck, I guess. Now fully sorted out, my BN1 is a pleasure to drive and the dreaded wheel bounce is a past memory.



Through the Windscreen

Ken Smith

SHUFFLE OFF TO BUFFALO (North Dakota that is!)

We watched the Weather Channel on TV earlier this year and wondered how anyone could live and work in Fargo, North Dakota. The scenes of snow and ice seemed horrendous to this SISC (Spoiled-in-Southern-California) guy, even though I have endured harsh, though somewhat milder conditions, having lived in England for so many years! Now they are inundated by floods and deserve a big break! However, the whole point of this is that there are British car enthusiasts even in Fargo and they're having an event on August 16 in Buffalo, which I guess is near Fargo. (It is!—I've just found it in my *Rand-McNally*, west of Fargo off I-94!) I'm sure it's beautiful up there in August so get out and support them. Call the British Iron Society for further details (701)235-7748.

1998 SPRINGTIME SPRITE MEET

Early warning for those Spritely people among you who hang on to John Sprinzel's every word! Next year, 1998, the 40th Anniversary of the Sprite, will see the biggest Sprite Convention in the world held in Carlisle, Pennsylvania on May 11-14. Organizer, Rick Moses informs us that this quintennial "National Sprite Rush" is expected to attract some 400 Sprite enthusiasts and guests invited include Bic Healey, Sprite author Daniel Stapleton, and our own aforementioned John Sprinzel! The National Sprite Club can be reached by writing to 1421

Chocolate Avenue, Hershey, PA 17033 or call (717)534-2222. They now also have a toll-free line at 1-888-5-SPRITE (5 p.m. to 8 a.m. EST and any time on weekends). The weekend following the 'Sprite Rush' is the 'Import Show' at Carlisle, a chance to buy more good stuff following the meeting!

HERE'S TO SUMMER!

You know, there's always a great fuss made about the opening of the baseball season (or cricket season if you happen to live in England!). It's a time of awakening, renewal and anticipation of the good times we know are ahead. So it is with the British classic car movement and this coming summer again promises to be a feast for the eyes and ears of those attending the many meets scheduled across this great land. Several events will have already happened by the time you read this, but there are still a great many to come. Just look at our giant events calendar starting on page 2. I know I sometimes sound like a broken record when I urge you to get your car out and drive to an event happening near you to see super cars, to meet the nicest people in the world and maybe gain encouragement to tackle that postponed project, or show your classic to an appreciative audience. Do it this year! I say this because one never knows what's around the corner. Since last summer, I personally have lost a few good friends and acquaintances, many of them younger than myself. Nobody is immortal but it behooves us to try to have a great time while we're here, for we pass this way but once. Make the most of it!

British Car Events Calendar 1997

AUGUST, 1997 (Continued from Page 2)

- 1-3 All Triumph Drive-In, Bend, OR, (503)645-6324
- 2 British Car Day, Dayton, OH, (937)293-2819,
- 2 British Car Day, Cleveland, OH, (216)991-8700
- 10-15 Healey International '97, Park City, UT, (801)943-4803
- 14-17 University Motors Summer Party, Grand Rapids, MI, (616)682-0800
- 14-17 Austin-Healey Encounter, Somerset, NJ, (908)754-7511
- 16 British Car Day, Buffalo, ND, (701)293-6882
- 16-17 Heritage Classic Concours and Rally, Vancouver, BC, (604)535-0648
- 24 Taste of Britain Auto Show, Lancaster, PA, (717)292-0579
- 29-31 Kansas City All British Show, Kansas City, KS, (913)842-7137

SEPTEMBER, 1997

- 6-7 AMGBA Convention, Palo Alto, CA, (800)723-MGMG
- 7 Downeast British Car Show, Cape Elizabeth, ME, (207)774-0002
- 7 British Car Meet, Palo Alto, CA, (310)392-6605
- 7 British Car Festival, Des Plaines, IL, (708)442-7380
- 12-14 SE Regional MG Festival, Townsend, TN, (423)966-4937
- 13 MGs on the Green, Charlotte, NC, (704)455-3500
- 13-14 Colorado Conclave, Arvada, CO, (303)755-1399
- 13-14 Richmond British Car Days, Berkeley Plantation, VA, (804)741-3041
- 14 Battle of the Brits, Sterling Heights, MI, (810)979-4875
- 14 British Car Show, Chesterland, OH, (330)274-0017
- 14 English Car Affair, Victoria, BC, Canada, (250)384-2910

- 14 All British Gathering, Waterford, PA, (814)833-8130
- 19-21 Rio Grande British Car Meet, Red River, NM, (505)823-9595 or (505)299-7864
- 20 British Car Day, Tulsa, OK, (918)455-8993
- 21 British Car Day at Woodley Park, Los Angeles, CA, (310)392-6605
- 21 British Car & Cycle Show, St. Louis, MO, (314)725-2892
- 26-28 Indy British Motor Days, Indianapolis Speedway, IN, (317)357-8641
- 27 British Car Day, Montgomery, AL, (334)277-1942
- 27 MGs on the Rocks, Baltimore, MD, (410)882-6896

OCTOBER, 1997

- 2-5 TR Six-Pack Trials Festival, Columbus, IN, (317)852-7532
- 3-4 British Car Festival, Waynesboro, VA, (540)943-5697
- 5 San Diego British Car Day, San Diego, CA, (619)565-8199
- 9-11 British Car Fest, Memphis, TN, (800)344-9683
- 10-12 Triumphest, Laughlin, NV, (602)924-3565
- 10-12 Daimler Lanchester Rally, Williamsburg, VA, (757)898-4843
- 11 Triangle British Classic, Louisburg, NC, (919)851-3030
- 18 British Car Day, St. Augustine, FL, (352)475-1682
- 18 British Field Meet, Tampa, FL, (813)752-0186
- 25 Brits at Renaissance Fair, Florence, AL, (205)766-9889

NOVEMBER, 1996

- 9 Annual Poppy Rally, Vancouver, BC, Canada, (604)535-0648



Under the Bonnet By Eric Wilhelm

Wiper Wisdom?

and will continue to publish articles on these issues, *Moss Motoring* is a quarterly publication with limited space available. Stella's monthly letters are timely, and are full of good solid information.

Clutch whys and wherefores were to be my chosen topic for this issue, but another idea was forced upon me by the vagaries of my TR4 (the clutch article will appear in the future). Most of us who drive older British cars wonder why the windshield wipers seem to be so weak, wimpy, and generally marginal. It turns out that what we have become accustomed to isn't always the way it should be. If everything is working the way it should, our wipers are really quite adequate. While we might change our oil every 3000 miles without fail, when was the last time you (or I) paid any attention to windshield wiper system maintenance?

Just when I needed them the most, heading out of town on my way to work on a very damp foggy morning, my windshield wipers slowly dragged themselves through half their arcs and stopped. After mopping off the windshield, I headed back towards home, eventually having to stick my head out of the window to see where I was going. Fortunately, the trip was only a few blocks.

After getting home and playing around with the wiper system a bit, it was apparent that the wiper motor itself was working, but something "downstream" of the motor was binding. After removing the wiper arms and unbolting the wiper motor, I tried to pull the drive cable out of its tubes. It didn't move more than about an inch before it stopped. (According to Lucas information, it should take no more than a six pound pull.) Hoping the problem was with the passenger's wheelbox, I went under the dash and disconnected that, and in a TR4 this is no easy task. The cable still would not budge. By now the fog had burned off, so I left things as they were, and drove to work.

At the next opportunity, I removed the entire wiper system from the car. Careful examination showed that the motor was in fine working condition. The rest of the components weren't. Although there was no single fault bad enough to cause the wipers not to work,

the cumulative effect of the several deficiencies were. Neither wheelbox worked freely—one was just unevenly tight, and the other gritty and binding. Both of the hard rubber angled bushes between the wheelboxes and the scuttle had disintegrated (so this is why the wheelboxes had always been a bit loose in their mountings!). The tube connecting the wheelboxes was in a shallow "S" shape instead of the proper very slight smooth curve. The tube from the wiper motor to the first wheelbox had a slight dent which noticeably rubbed the drive cable.

Fortunately, I was able to work the dent out of the tube. The other tube, the rubber wheelbox mounting bushes, and one wheelbox were replaced (courtesy of my long-suffering parts car). After thorough cleaning and lubrication, everything was put back into the car, adjusted, sealed, and tightened. A quick test with the wiper arms not yet installed showed that everything was working. With wiper arms in place and a wet windshield, I hit the switch again. One of my neighbors was quite startled when I let out a big loud "yahoo!" as the water flew off the windshield like it hasn't since I've owned the car. Confession time: I've had this car for 13 years, and never thought the wipers were quite up to snuff. I think that I did do something to the wiper system many years ago, but I'm not sure. Anyway, the results were well worth the time and effort spent. I had forgotten how well TR4 wipers should work.

If you feel that your wipers aren't working quite as well as you feel they should, give them a little TLC. While I can't guarantee any improvement, you can easily give yourself reasonable assurance that they aren't likely to let you down when you need them.

Wanted: Photos or video from the 1994 Moss Motors British Car Festival slalom event showing a yellow MGA "wiping out" a pylon or two when the driver's door unexpectedly flew open. If you have such, please contact Eric Wilhelm at Moss Motors at 1-800-235-6954, extension 3057.

Regarding the *Passing Smog* section of my last *Under the Bonnet*, several readers who manage auto shops and perform smog checks let me know that the comment about setting the carbs lean was correct, but incomplete. What I should have written was, "Adjust the carbs as lean as will still allow the engine to run properly". Two of these readers commented that the use of solid core ignition wires will damage their testing equipment. Others whom I contacted about this said it isn't a problem; it may be that some test equipment is sensitive to this while others aren't. To be safe, ask your testing station before using solid ignition wires. One also suggested even wider spark plug gaps and valve clearances than specified in the article, but cautioned that 32-36 kilovolts must be supplied (standard ignition coils provide about 25 kV). Also, in California, before having an official recorded emissions test run, ask for a "local mode" or "off-line" test first. This will tell you if your car will pass or fail without the test results being automatically transmitted to the Department of Motor Vehicles. We are planning to publish more on emissions tests in the next issue of *Moss Motoring*.

To keep abreast of emissions control testing, car scrappage, and other related issues, I suggest reading the monthly article *Stella Sez* in the letters section of *Hemmings Motor News*. While we continue to have great interest and concern,

Technical Tips—Continued from Page 20

ton magnets (Cat #64-1895, about \$1.50 for two). Maybe they would help, so I bought six. First try I put two on. They stick themselves to the "wings" of the rotor (I don't know what the wings are for, maybe to adjust the damping of the movement). Wow, now I had 120 mph indicated at 60!! They are really strong!

Taking one magnet off, I was back in the right ballpark, and from then on it was just a matter of trial and error to

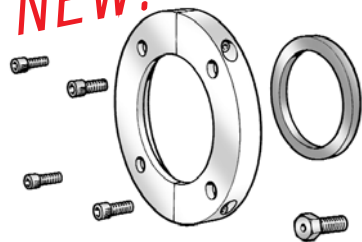
home in on the right calibration. Installing the magnet at a smaller radius reduces the indication sensitivity, and vice versa. The magnets are so small that the out of balance isn't a significant factor.

Now I don't have to go through those "How many revs/per 10 mph?" calculations to check my speed any more. If it says 60—then 60 it is!

—Geoff Barrance, Marion, Iowa

MOSS MARKETPLACE

NEW!



Austin-Healey Crankshaft Oil Seal Conversion

Permanently stop rear crankshaft seal oil leaks with this lip-type oil seal conversion. While installation requires drilling and tapping holes in the rear of the engine block, a special drilling bush, instructions, and all mounting hardware are included, along with a full-sized template for grinding clearance in your rear engine bearer plate. Fits 100-6/3000.

833-415 \$119.95



Austin-Healey Aluminum Cylinder Heads

Use unleaded fuel with confidence, and reduce the weight of your engine while increasing its efficiency and performance with one of these aluminum alloy cylinder heads. (The 6-cylinder head weighs approximately 51 lbs. less than the original head it replaces!) While these heads look like the originals externally, thin weak areas of the originals have been "beefed up" for long lasting reliability. Ports and combustion chambers are polished and balanced, and special "figure eight" stainless steel valve seat inserts are used to give these heads distinct advantages over the stock cast iron heads. Valve guides are installed, and heads are supplied with valves, springs & retainers, studs, etc.

- Alloy Cylinder Head, 100-4 021-920 \$2795.00
- Alloy Cylinder Head, 6-cyl 6-port 021-950 \$3490.00



Limited Slip Differentials

Quaife gear type limited slip differentials deliver more power to the ground, where it belongs. Great for racing, autocrossing, driving in the snow, or just for fun. If you've ever turned a corner, stepped on the gas, and waited while the inside rear wheel spins ineffectively, you will appreciate a limited slip differential. Installation requires no more work than rebuilding a standard diff. Triumph owners please note: TR2-3 to TS13045 will require the later TR3-6 ring gear and bolts. For IRS differentials, the internal thrust button for spacing solid axles must be removed.

- TR2-6 674-065 \$1319.95
- MGB banjo axle 267-065 \$1319.95
- MGB tubed axle 267-055 \$1319.95
- Sprite/Midget 267-075 \$1319.95



NEW!

Transmission Gear Oil

Designed to provide improved shiftability and excellent protection, this 75W90NS synthetic oil works great in all manual transmissions, even those for which engine oil was originally recommended. Since this is less slippery than conventional gear oils, synchronizer action is improved, making shifts much easier and more precise. This product also has improved copper corrosion protection to prolong the life of brass and bronze synchro rings, bushes, and thrust washers. Low temperature shiftability is enhanced, as the 75W90NS is 75% less viscous at 0°F than normal 80W90. At 300°F it is 30% more viscous than 80W90. In other words, its viscosity remains much more stable throughout this temperature range than that of conventional gear oils to give better service at all temperatures.)

(1 quart) 220-145 \$7.25



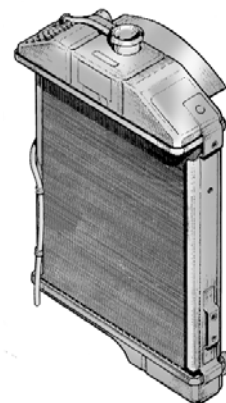
NEW!

Austin-Healey Steering Box Assembly!

Get rid of sloppy steering with a newly manufactured steering box and column assembly! Made from premium quality components, and properly adjusted, all that these require is installation and oil. For 100-6/3000. Use with adjustable steering wheels.

667-830 \$1295.00

Prices in this section do not include shipping charges. Please refer to our current Price List for rates.

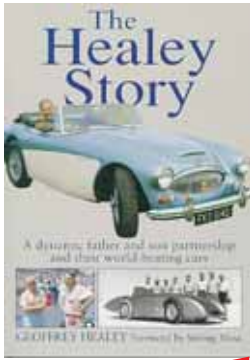


NEW!

Austin-Healey 100-6/3000 Radiator

"Fantastic" is just one way to describe these authentically reproduced radiators for your favorite car. Now you can enjoy the peace of mind which comes from having a radiator which isn't clogged, weak, or leaking.

834-990 \$695.00



The Healey Story
by Geoffrey Healey

NEW!

Geoffrey Healey's long-awaited book is here! There have been many books about Healey and Austin-Healey cars, but here is the definitive account. Drawing on the diaries, notebooks, photographs and films of both Donald and Geoffrey Healey to provide much previously unpublished material, it gives the complete story, corrects myths and misinformation, and answers questions raised by enthusiasts over the years. There are also fascinating insights into the Healey's own 30-year involvement in the motor industry, and the world-famous cars they made.

211-565 \$29.95



NEW!

**1970-'74 Midget
Rear License Plate Lamp**

At last, the correct rear license plate lamp assembly with the proper chrome base is now in stock for your "split rear bumper" Midget.

144-180 \$49.95



MGB Model

NEW!

This superb miniature reproduction of your favorite sports car will make a great addition to your collection! Made by Corgi, this big 1:18 scale model measure almost 8 1/2" long. White with red interior, right hand drive.

220-695 \$55.95

Toll Free Direct Ordering from
USA & Canada
800-667-7872
24 Hour Fax Ordering
805-692-2525
Customer Service
800-235-6954



Moss Rebuild Program

If you are considering a complete rebuild of your British sports car, we have a special support program designed to simplify your restoration! We call it the MOSS REBUILD PROGRAM.

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

- We will assign you a Rebuild Advisor who will be your direct contact at Moss Motors. This person will advise you on all aspects of your rebuild, including technical questions, ordering, and returns or exchanges if needed.

Qualifying for the program is simple! Just place an initial order for rebuild components for a project car totaling more than \$2000 (after applicable discounts). It's that easy! If you'd like to join our Moss Rebuild Program or if you have any questions about it, please call our sales Department toll-free at 1-800-667-7872.

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

NEW!



New Lucas Style Generator

We never imagined anyone putting the old Lucas style generators back into production, but it has happened! Brand new generators of the 1960-'67 style, with straight (non-stepped) cases, and Lucar spade connectors are now in stock. These generators include fans, and fit MGA 1600 from engine #6272, MGB through 1967, TR 3A from TS60001 through TR4A, and Sprite & Midget 1098 and 1275 through 1971. (These may be used on earlier MGAs and TR2-3A if the wiring terminals connecting to the generator are changed to Lucar connectors - use 1 each 161-580 & 161-520 connectors, and 161-540 & 161-570 insulating sleeves.)

140-200 \$79.95



MOSS GIFT CERTIFICATES

Don't know what to give that special British sports car owner in your life? How about a Gift Certificate from their favorite parts supplier? Available in any denomination you choose, and easily redeemed simply by mailing it back to us. Order Gift Certificates from your favorite Moss Sales Advisor.



NEW!

Pneumatic Lumbar Support

Drive a lot? Be kind to your back with our new manually operated adjustable pneumatic lumbar support. This fits easily under the seat back upholstery of most car seats which use foam in the seat back. Once it's in place, simply pump it up until it fits your back, and drive away in greater seating comfort than ever before. At this price, you can afford one for your passenger as well.

650-100 \$49.95

MOSS MARKETPLACE

NEW!



MG TC-TD Radiator

Keep your engine cool with a brand new radiator from Moss! Beautiful reproductions look authentic, but cool even better than the tired old originals. Includes fully tooled stamped brass header and base tanks to delight the concours enthusiast.

453-980 \$398.50



MG Crested Grab Handle

Add a bit of pre-war class in your TC or TD while giving "nervous Nellies" something to hang onto. These beautifully chromed handles measure 6 1/2" overall, 5 1/2" between hole centers.

229-100 \$27.95



1967-'70 Spitfire/GT6 Dash Top Cover

Cover your faded, split and peeling dash top with this precision molded overlay for great looks with a minimum of hassle. Comes complete with instructions and adhesive.

644-645 \$48.95



Toll Free Direct Ordering from USA & Canada

800-667-7872

24 Hour Fax Ordering
805-692-2525

Customer Service
800-235-6954



NEW!

MG Crested Carburetor Caps

These very distinctive solid brass dashpot damper caps make any engine compartment unique! Your original damper rod must be re-used and pressed into the new cap. Sold as a set of two.

370-735 \$19.95



NEW!

Mouse Pads

Whether at work or at home, a colorful mouse pad with a representation of your favorite car will make the hours spent at your computer a little more enjoyable!

MGB	909-130	\$14.95
Bugeye Sprite	909-140	\$14.95
TR6	909-150	\$14.95

NEW!



CarCapsule

Keep your car dust free, clean, dry, and protected from rodents, insects, scratches, children, and other dangers with CarCapsule, the portable vehicle enclosure. Park the vehicle on the laminated fabric basemat (which is impervious to gas and oil), zip the clear 8 mil PVC double-sewn cover over the car, and plug in the fan which provides continuous airflow to prevent corrosion, mildew, and must odors. It's that easy to keep your car in show condition for short or long term storage. CarCapsule operates for under \$1.50 per month, has a 2 year material and craftsmanship guarantee, and the fan motor is rated for 5 years of continuous running.

14' size	238-600	\$359.95
16' size	238-610	\$379.95





NEW!

**MGA / MGB
Distributor Gear Extraction Tool**

Get a handle on your distributor drive gear! Remember what a hassle it was to get that thing out of the block? Those days are over when you use this specially designed little gadget from Moss. (A great help in installation, too.)

386-105 \$6.95



**MG TC, TD Running Board
Tread Strip Sets**

We have revised these popular kits to be exactly as original.

TC 281-238 \$44.95
TD 281-248 \$49.95

All prices in this section do not include shipping charges. Please refer to our current Price List for rates.



NEW!

T.S.O.A. Badge
Put a little history on your TR with a vintage

chrome-plated T.S.O.A. badge. Formed in the 1950s, the Triumph Sports Owners' Association was the factory sponsored club which was absorbed by the Vintage Triumph Register when Triumph ceased production. Originally red and black, the color scheme of these badges changed to blue and white in 1959 when the TR3A front apron badges adopted the new colors. The badges now available are unpainted to enable you to paint them appropriately for your car.

229-450 \$29.95



NEW!

MGC Water Pump

Brand new water pumps for your rare classic now in stock!

434-260 \$149.95



NEW!

Professional Air Powered Bleeder

Air powered hydraulic bleeder uses siphon action to quickly bleed hydraulic systems. Hook the unit to your air source, set air pressure to desired power, open the bleed screw and squeeze the handle. Fluid drains into a large sealed reservoir eliminating messy spills. This professional quality tool makes hydraulic bleeding a fast one person operation.

386-225 \$149.95



TR4 Factory Style Sway Bar Kit

You will be amazed by the difference this sway bar kit makes 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 \$204.95

CLEARANCE ITEMS

These are close-out items, limited to stock on hand. Once they are gone we cannot take backorders. Sorry!

MG Cars vol. 1, 4-cyl ohc road cars

212-275 reg. \$54.95 special \$49.95

Video: Monte Carlo Rally 1956 VHS

211-095 reg. \$34.95 special \$24.95

Maintaining the Breed

211-400 reg. \$44.95 special \$34.95

Jaguar XK120-150

213-245 reg. \$26.50 special \$19.95

Gold Portfolio, MG 1929-39

213-270 reg. \$26.50 special \$19.95

Gold Portfolio, MG TA/TC

213-315 reg. \$32.50 special \$24.25

Gold Portfolio, MG TD/TF

213-325 reg. \$32.50 special \$24.95

Stanpart Sign

214-225 reg. \$26.50 special \$17.50

Poster White BJ8

215-765 reg. \$23.95 special \$19.95

Fabric Protectant

220-205 reg. \$19.95 special \$14.95

TR Shootingstick Umbrella

231-405 reg. \$64.95 special \$49.95

MG Shootingstick Umbrella

231-415 reg. \$64.95 special \$49.95

Socket Tray, 3/8" US

382-330 reg. \$8.95 special \$5.95

Socket tray, 3/8" Metric

382-335 reg. \$8.95 special \$5.95

Woodland Packing Case, blk

900-515 reg. \$139.95 special \$99.95

TR Large Billet Horn Button

905-650 reg. \$74.95 special \$54.95

TR Small Billet Horn Button

905-670 reg. \$74.95 special \$54.95

MGB '62-67 Billet Steering Wheel Hub

905-435 reg. \$89.95 special \$69.95

MG Large Billet Horn Button

905-660 reg. \$74.95 special \$54.95

MG Small Billet Horn Button

905-680 reg. \$74.95 special \$54.95



Stelling & Hellings Style Air Filter

Re-live the days when your car wasn't cool if it didn't have chromed accessories in the engine compartment. This type of "pancake" air filter was one of the hot items then as well as now as they feature great classic looks and include washable foam filter elements. Sold individually.

Fits 1 1/4" SUs 223-100 \$24.95

Fits 1 1/2" SUs 223-200 \$24.95

Fits 1 3/4" SUs 621-500 \$29.95

Classic-Fied Ads

NOW AVAILABLE—PHOTOS!

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. Closing date for the fall issue is June 30, 1997. Please send your ad, photo and remittance to: *Moss Motoring Classic-Fied Ads*, 440 Rutherford Street, Goleta, California 93117. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

MG



1966 MGB Roadster. Red w/Black int. Less than 60k miles. Very nice and professionally restored. \$6000.obo.(806) 655-7118. TX

1951 MG TD. Burgundy w/biscuit int. Beige top and tonneau cover. Completely restored from ground-up. Body & engine numbers match. Complete set of side curtains. Photos on request. \$14,000 obo. (308) 324-6735. NE.
1977 MGB. Maroon 57k miles. Restored with new paint, carpets, seats, windshield and much more. Brakes and suspension rebuilt. \$4500. (217) 357-3336. IL.
1977 MGB Roadster. Tahiti blue/Tan int. 95k miles original owner Overdrive, wire wheels rebuilt engine new tires and tops \$4995 (804) 462-5400 or cjeffers@crosslink.net. VA.
1967 MGB GT. Mineral Blue w/matching int. 46k miles. Second owner Compete history includes original bill of sale. BMC. A/Cond. am/fm radio. Much is new, forced sale. \$5800 obo. (610) 896-0185. PA.
1969 MGC Roadster. Off-white with black interior. 4-speed with overdrive. 25K miles. Many new parts, top, exhaust system, oil pump, gas tank, engine mounts. In excellent shape. \$9700 obo. (201)226-0243 (day), (201)228-1848 (eves), NJ



1949 MG YF. 4-seater tourer. Restored. Right hand drive. Rare-only 877 made. \$20,000 (206)232-1463. WA.



1955 MG TF 1500 Pickup conversion. Total ground-up rebuild. All coach(wood)work new. Interior-Moss Motors leather. Spare in front fender well. Fuel tank is MGA. \$14,000. (209) 227-1346. CA.

1978 MG Midget. Canary Yellow w/Black top and int. Garaged and covered since purchase to be a collectible. No finer car, absolutely 100% perfect \$6900 (941)-575-2516. FL.
1968 MGC GT. Coupe. Black with Black/Red trim int carpets, panels upholstery.. Automatic trans. Many new parts, no rust and good condition. 2nd owner. \$5000 (516) 261-6878. NY
1978 MGB Roadster. Pageant Blue w/Champagne int. Very nice 'British' original with minor modifications(Grose jets, manual choke, Lucas 45D dist.). Garaged, air conditioning, BL am/fm 8track stereo \$5000. (706)860-1920. GA.
1936 MG TA. Black w/Brown leather int. Beautiful appearance and condition with significant restoration. Top & side curtains as new. \$16,950 (510)253-9314. CA.



1959 MGA Roadster. 1600cc. Iris Blue w/Black int. Top, tonneau, wires, luggage rack. New Michelins, carpet Excellent mechanicals and great driver. \$7500 (218) 847-3764. MN

Two 1960 MGA Roadsters. White 1600 w/Soft & Hard tops. Stainless exhaust, wire wheels, new fuel pump. Good condition for full restoration. 2nd car strictly parts. \$6000 for both. (616) 256-9294. MI
1980 MGB Roadster. Maroon w/Black int. 47k miles, overdrive, new paint, factory hard-top. Garaged and stored winters.. Excellent condition. \$6500 (413) 567-1147. MA.
1975 MG Midget. Red w/Beige & Black Int. Completely restored 18 months ago. Very clean car with rebuilt engine. \$3300. (630) 628-9744 (H) 1-800-544-1503 (W).
1952 MG TD. Silver, all original equipment, side curtains etc. Engine rebuilt 700 miles ago. Owned since 1970. \$10,500. (937) 253-3768. OH.
1976 MGB Roadster. Partially restored-bodywork near completion, new interior and exhaust system. Many new parts. \$750. (770) 386-5930. GA.
1978 MG Midget. 27k miles. Original yellow paint. Interior like new, new tires, luggage rack. Clean car. Offers to (507) 872-5221. MN.

1961 MGA 1600 Roadster. Red w/Black int. and top. Ground-up restoration 1995/96. Very good condition, all numbers match, needs little. Receipts available. \$9200. (912) 987-4743. GA.

1977 MGB Roadster. Red w/Black top and int. 59k miles Beautiful body and rebuilt head. An excellent reliable car with over \$6000 invested. Would trade for interesting MGA, early T or MGB GT. (219) 834-7019. IN.
1968 MGC GT. BRG 48k original miles. Overdrive, wire wheels. Totally sorted, many new parts, factory radio. \$8000 (717) 275-5705. PA.
1952 MG TD. Brown body/tan fenders. Tan int. New top & side curtains./ Great body and running gear. Owned in So. Cal since 1967. \$10,500 (805) 646-3259.
1980 MGB Limited Edition. Black with black interior. Original owner. 154K miles. Hard top, soft top. Rebuilt stock carburetor/manifold. \$5000. (714)826-9436, CA



1951 MG TD White with red interior. New wiring and brakes. All original including top and sidecurtains. Runs well and no rust. A must see for \$10,500. (937)885-3562, OH

1977 MGB ROADSTER. Red w/Black top & int. 59k miles. Beautiful paint-rebuilt engine. Excellent and reliable car needing little to be perfect. Offers in the \$6000 range or interesting British trade. (219) 834-7019. IN
1953 MG TD-Rare find. One owner, original engine still has great compression. Needs cosmetics/restoration. Standard wheels. \$10,000 obo. (813) 530-1227 or (813) 484-1913. Code 6379. FL.
1964 MGB Roadster. Old English White w/Red int. Solid California car restored to show winning condition. 1993 AMGBA National winner and currently on display in a car museum. \$13,000. Call for video. (413) 665-3633. MA
1951 MG TD. Black w/Green leather int. Well maintained example with records to 1971. High-output replacement motor. Stainless steel exhaust, original tools. No rust or wood rot. \$14,000 (207) 799-0026. ME



1933 MG J2. Red. Complete ground-up restoration with new coachwork and sheet metal. Many new parts. Includes all spares and manuals. \$27,000 obo. (716) 872-3113. NY.



1954 MG TF. BRG w/Black fenders. Black int. Tan top & tonneau. Wire wheels. Top condition inside & out. \$17,500 firm. Excellent driver. Photos/video available. (303) 757-8106. CO.

1980 MGB Limited Edition. Only 28k miles All original and in exc. condition. Garaged and stored winters. \$7000 (406) 642-6560. MT.

1976 MG Midget. Dark green w/black top. Been in storage 3 years. Not running but before storage ran perfectly and was well maintained. \$2300 obo. (818) 968-8976. CA.

1966 MG 1100 Sedan. 1278cc engine, all synchro trans. All chrome & trim excellent. Upholstery OK and has new tires, Runs good, needs paint. \$2000 with or without spares. (303) 279-8449. CO.

1969 MGB GT. Original BRG. Chrome bumper. Michelins. Oil cooler, new Moss carpets. am/fm cassette. Needs paint, however, no rust and in running condition. \$2000. (408) 997-3689. CA

1952 MG TD. Pale yellow w/Green int. Ground up professional restoration. Many extras Immaculate and a trophy winner. \$19,900 (201) 825-7856. NJ



1950 MG TD RHD-Body modified for road racing. A veteran of Pebble Beach, Golden Gate Park, Santa Barbara & others. Engine, running gear and instruments standard. 51 miles since total, ground-up rebuild. \$12,000. (209) 227-1346. CA.

1973 MG B GT Metallic Brown, Good Condition. Needs very little work. Must sell \$1100 obo (619) 949-9485. CA.

1969 MGB GT. Blue w/Black int. 5000 miles on rebuilt engine. New tires & paint. Offered by original owner. \$15,000. (505) 832-5236. NM.

1975 MG Midget-Complete 99% rust-free with new professional paint, great wire wheels etc. Needs restoration completing. Comes with another 99% rust-free '75 Midget in primer. These are prime project cars. \$1500 for both. (816) 246-4350. KC. MO.

1951 MG TD. Brown w/Brown int & camel tonneau. No rust, sound engine. Side curtains and frame for top. Same owner for 30 years. \$13000. (918) 337-3326 (w) (918) 336-8570 (h). OK.

1959 MGA Roadster. Economic conditions force me to sell my pride & joy. Beautiful Red paint w/gray molding. The car has new tan interior w/black carpeting and a burl wood dash. 200 watt stereo system and alarm. Racing edition with solid wheels and half-moon covers. Only driven 50 miles in last 3 years. Garaged and under cover. \$11,000. (818) 962-8215. CA.

1957 MG ZB Magnette. Good driver. For restoration with parts car. \$4500 obo. (707) 964-3597. CA.

1959 MGA Roadster. Apple green, 4-speed, wires. White top, runs good. 50 miles N of SAN FRANCISCO. \$4500 (707) 823-9119. or MY7551@worldnet.att.net.

1979 MG Midget. Blue w/Beige int. Tonneau cover. In great shape for 62k miles. Have service records since 1984. Arizona car-no rust. \$3500. (602) 940-5373. AZ.



1974 MGB Roadster. Green-excellent paint. Chrome bumper. 35k original miles. 2nd owner Always garaged and only driven occasionally since purchase in 1975. \$6000 obo. (619) 420-0667.

1959 MGA Roadster. Stored for last 15 years. Rebuilt engine with less than 1k miles. New brakes, clutch, hydraulic system and rebuilt carbs. Needs paint and new interior. \$6000. (714) 528-7486. CA.

1977 MGB Roadster. BRG, wire wheels. Weber carb. Restoration completed 12/96. \$12,000 obo. (520) 298-6091. AZ.

1962 MGA 1600 MkII. 80k original miles in good driving condition. Stored in garage for last 20 years. Engine, gearbox and drivetrain ready for road or restoration. \$5000. (334) 621-8291. AL.

1959 MGA 1600 Roadster. Light Blue, new tires, engine rebuild, paint. Weber carb. 95% restored-most material to complete included. Runs great. Illness forces sale. (607) 895-6320. NY.

1974 MGB Roadster Chrome bumper. 44k miles. O/D, WV, am/fm, Luggage rack. Everything excellent, near p!perfect. Mos rust drive anywhere. \$12k invested, appraised at \$7500. \$6900 obo. (520) 297-0523. AZ

1960 MGA. Black/white. Wires, beautiful car-needs nothing. \$10,500. (201) 825-7856. NJ.
1939 MG TB Half Done. (603)642-7487 NH

TRIUMPH

1958 Triumph TR3A White w/ new Gray int. Rebuilt engine and transmission. Hardtop, soft top, tonneau, side curtains, manual and too many parts to list. \$9750. (916) 272-1950. CA.

1959 TR3A. Maroon w/Black int. Wire wheels, New tonneau & gas tank. Restored upholstery. Runs and looks good. \$6000. (505) 281-5637. NM.

1960 Triumph TR3A. New frame-up restoration. Black lacquer, leather interior, wool carpet. All canvases, side curtains etc., Chrome wires and too many extras to list. \$15,500. (405) 755-2510 Fax (405)755-0894. OK



1974 Triumph TR6. BRG w/Black int. Mint condition, perfectly maintained. Pirelli tires, Rebuilt trans. with O/drive. Pioneer detach face stereo, tonneau and all accessories. Garage kept-Napa Valley car. \$7900. (707) 944-0310. CA

1960 Triumph TR3A. Red w/Black int. 8k miles on rebuilt engine. Complete frame-off restoration. Wire wheels, tonneau. Showroom condition-many awards. Photos available (802) 644-2085. VT.

1959 Triumph TR3A. Yellow with tan int. White top, excellent runner. Restored in 1986. \$6000 (305) 451-9249. FL.

1959 Triumph TR3A Very good condition-daily driver. Complete & original with lots of spares and original hardtop. Asking \$10,000. (310) 541-4708. CA

1963 Triumph TR3B. Light Blue w/Blue int. 63k original miles.Wire wheels, new tonneau. No rust, in excellent condition and always garaged. \$10,500 (410) 385-3600 (w) (410) 235-5007 (h). MD.

1959 Triumph TR3A. Red w/Black int. 62k miles. Factory hardtop plus soft top. Wire wheels, extra parts, car cover. California car brought to Ohio in 1982. \$10,000. (216) 932-7380. OH

1974 TR6. Red w/new Black int. Engine rebuilt, new tires and clutch. \$5700. (805) 836-8529. CA.

1975 TR6. Gorgeous Java (Kelly) green w/Black int. 76k miles. Strong engine & drive train. New brakes/master cyl, front end. New carpeting throughout. Varoli steering wheel. Both tops tonneau & boot. Drive anywhere. \$7500 (316) 231-4609. KS

1980 Triumph TR7 Spider convertible. Original black. New seats, tires, tonneau, shox and much more. New am/fm. Shop manual. Low mileage, excellent condition. \$3900 (805) 496-0424. CA

1970 Spitfire. BRG. Wire wheels. Strong drivetrain and frame. New tonneau & top. Well maintained and runs great. Garaged and stored winters. A great entree into British autos. \$7600 obo. (617) 484-7216. MA

1974 TR6. Mimosa Yellow. 27k miles. Hardtop & overdrive. New tires plus original redlines. Free-flow exhaust, luggage rack, tonneau cover. EC, no rust. \$12,500 (708) 403-4710. IL



1957 Triumph TR3. White w/ Red int. Rebuilt engine and more. Hard & soft tops, jump seat. \$14,000. obo. Photos and info. available (310) 596-0493

(Continued on page 31)

Background Noise

Robert Goldman



Untangling The Web

Based on the number of inquiries we get, one might think the whole world is being replaced by the internet. I remember the Calvin and Hobbes® cartoon where Calvin's father explains to him the reason old photos are in black and white is because the world used to be black and white. They didn't change it to color until the sixties.

Nowadays, I live in fear of someday having to explain to my own children that weather was something we used to encounter when going outdoors. "Now Billy, just click that link there to hear the sound of wind." While things aren't quite that bad yet, you may detect a hint of cynicism in my words. So long as folks treat the internet more as a means than an end we'll all be just fine.

As a means of communication there is no doubt the internet offers amazing new possibilities. In this copy of *Moss Motoring* many of you will find a survey postcard. We want to know more about your interest, involvement, and future plans with computers. Please take time to respond.

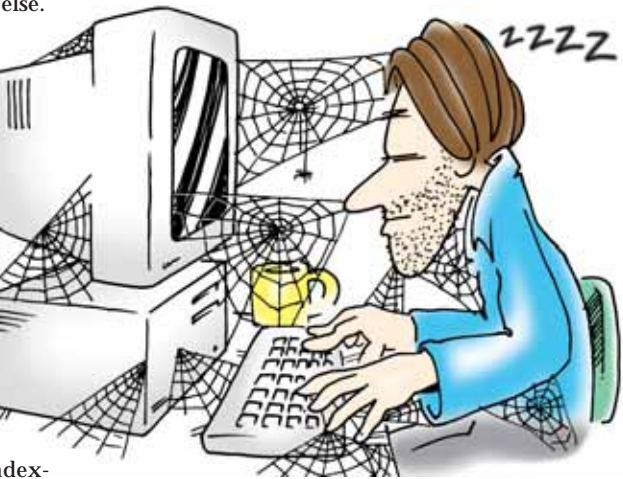
For some strange reason, our art department sees developing web pages as more work. I keep telling them it is an opportunity to extend their artistic

horizons, but they're intelligent people and are deeply suspicious of my motives. With your help, we can tailor the time spent to maximize the utility of our web site. (Yuk, spoken like a true marketing professional.)

For those who have visited us at www.mossmotors.com you may have noticed a few of our catalogs are now available in Adobe's Portable Document Format (PDF). PDF is a clever means of creating electronic versions of our printed materials. It is also possible to add all sorts of zoomy special effects and links and buttons and geegaws and who knows what all else.

PDF files can be viewed on any Macintosh, PC or Unix computer which has the free Adobe Acrobat Reader installed.

While we're steering clear of the geegaws for now, we will be adding some neat functionality as time allows. Among the possible features are searchable alphabetized indexes. When you find what you want in the index, click on it and the program takes you right to the page. Another item is an interactive order form which can be filled out on screen, then submitted directly through our website. By the time you read this, our complete retail price list will be available in PDF format. Another great feature of PDF documents is they can be printed at whatever quality level your printer allows...including color!



we realize there may be only a few folks out there ready to take advantage of PDF files, but that is one of the things we want to learn about from the survey. Certainly our long term plans call for a more direct on-line search and order capability, without having to download an

entire catalog. Our MIS department has been burning the candle at all three ends looking for Moss' next-generation computer system. When we upgrade, it will be to a completely integrated system in which electronic commerce can be an integral component.

We know already there is a strong interest in adding links to our events calendar. We've had multiple inquiries about adding and removing classified ads from the Moss on-line Classic-Fieds. While we are by no means opposed to these and other

possible services within our site, we have to prioritize our work. The harsh reality is the needs of a commercial presence currently outweigh our desire to provide services.

This is not a permanent condition, but a reflection of the developmental condition of our site. Right now, we probably have less than 25% of the basic business related material we would like to provide at mossmotors.com. By the time we get everything up and running, the maintenance alone will consume a fair chunk of time. On the assumption that our business will continue to grow, and that the internet based commerce will help spur that growth, we will employ the necessary resources to be as much a leader on the internet as we are in printed materials.

All this talk about business has my head spinning. I think it's time to take a break and head out to Buttonwillow Raceway for the British Extravaganza. Every once in a while you have to leave this stuff behind and go watch one of Tom Colby's Sprites tear up the track at six trillion rpm.



Classic-Fieds

(Continued from Page 29)



1970 TR6. Factory Jasmine paint. 39k original miles. O/Drive. Stainless exhaust. Absolutely mint inside & out-stored winters. Qualifies and is registered as a collector car \$12,000. (604) 988-3111 (day) (604) 988-4280 (Eves). B.C. Canada.

1957 TR3. Small mouth. Red w/Black int. Good condition & ready to run anywhere. Many extra parts \$9500. (205) 426-6454. AL.
1959 TR3A. Comm# TS56280L. Signal Red. 500 miles on older professional restoration. Chrome wire wheels. Tools & many extras. Trailered to National Awards. \$15,000 (908) 469-2429. NJ.

1978 Spitfire. Pageant Blue, original body & interior. 48k miles. O/drive, Panasport wheels. Ansa exhaust. Hardtop. Recent \$2000 mechanical overhaul. Show condition and outstanding throughout. Always garaged. \$4600 (360) 387-2693. WA.

1958 TR3A White w/Black int. Body nice but not perfect. Restored engine, brakes, suspension trans. Rollbar, 6 Yokohamas, panhard, fuel cell. Fun to drive. \$8600 invested. Best offer. (219) 834-7019. IN.

1959 TR3A BRG w/Tan int. Frame-up restoration with original chrome Dunlop wire wheels. Complete documentation. \$17,500 (610) 838-1834.

AUSTIN-HEALEY

1959 Austin-Healey Bug Eye Sprite. 1275cc engine. Weber downdraft carburetor. Rib transmission. Soft top and hard top. Have original power train, extra parts and parts cars. \$6500. (209) 293-4940. CA or <coupe@volcano.net>

1958 Austin-Healey 100-6 Roadster. Pacific green, four seater. Hard top, soft top, tonneau, disc wheels. Great driver and garage kept. Gained popularity award Texas Healey Round-up. \$13,500 (915)683-1900 (day), (915)683-3406 (eves), TX

1966 Austin-Healey 3000 BJ8. Blue w/Blue int. New top, interior, tires, tubes and S/S exhaust. All hydraulics rebuilt and lines replaced. Looks and runs great-no rust. \$18,000 (714) 630-3796. CA



1956 Austin-Healey 100-4 Rare BN2. Repainted to original Pale Blue & White. Le Mans louvered bonnet. Excellent sheet metal, chrome and mechanicals. Very appealing. \$19,500 (541) 756-4614. (eves.PST) OR.

1963 Austin-Healey 3000. MkII BJ7. Green w/Black int. Runs great, mechanically sound, body in good shape. Photos available. \$11,000 (508) 887-8465. MA

1961 Austin-Healey 3000. Red/white. 4-seater. 4 speed Moss hard & soft top. Chrome wires. O/drive(inoperative). Runs good. 50miles N of SF \$10,950 (707) 823-9119. or MY7551@worldnet.att.net. CA.

JAGUAR

1948 Jaguar Mk IV D.H.C. Very good condition. \$34,000 (516) 621-8886. NY.

1959 Jaguar Mk1. Not stock. V8 auto Mk2 rear, chrome wires, redline tires, cloth interior, Moss foglamps. Turnkey car-everything looks perfectly stock until hood is raised! \$9000. 50 miles N of SF. (707) 823-9119. or MY7551@worldnet.att.net. CA.

1960 Jaguar Mk 9. Automatic runs good but bad paint and brakes. Unsplit leather, minor bottom rust pits. Even the air cleaner and washer decals are good. \$4500. 50 miles N of SF. (707) 823-9119. or MY7551@worldnet.att.net. CA

OTHER BRITISH

1973 Jensen-Healey Roadster. Red with Black interior. 46K miles. Rebuilt Lotus engine. 4-speed. Monza exhaust, sway bar, top, tonneau. Ready to show or rally Many extras. \$6200 (909) 596-3959. CA.

1982 Delorean-Stainless steel skin. 28,000 miles. Fuel-injected OVHC-V6, 5-speed Black interior with Gray carpet. Air conditioning. Factory manuals and many spares. \$14,900. (309) 797-2043. IL

1955 Morgan Plus 4. Complete ground-up restoration with new coachwork and sheet metal. Includes some spares. \$19,000 obo. (716) 972-3113. NY.



1954 Vincent Black Shadow classic British motorbike. Looks and runs like new. Asking \$18,500. For details contact via E-mail RacerMoss@aol.com.



1948 Barrow Special. Red w/Black int. One of a kind, convertible, designed for racing in Europe. Features 1948 Vauxhall engine & chassis. Total restoration in Spring of 1996 and featured in *Moss Motoring's* "Mystery Car Corner", Winter '96 edition. Add this unique automobile to your collection for \$85,000. (916) 242-1142. CA

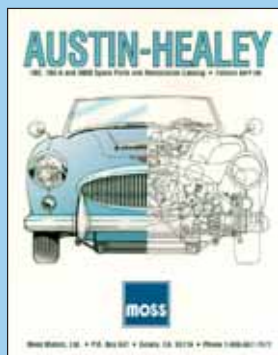
1974 TVR 2500M. 39k miles. Original black interior and vinyl top. Excellent mechanical condition-needs paint. \$4000 firm (303) 699-2412. CO

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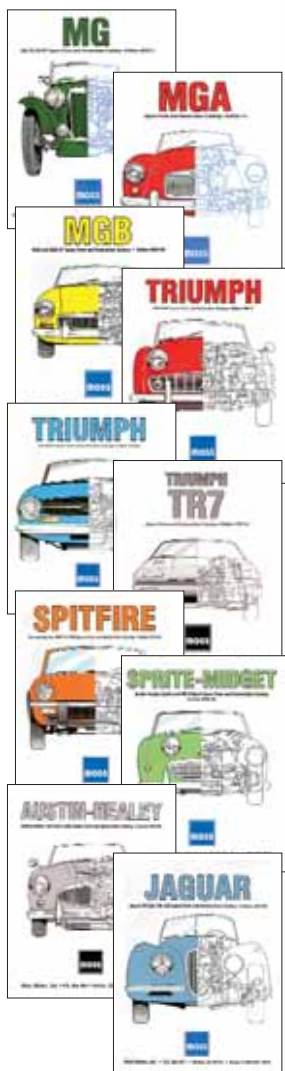
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