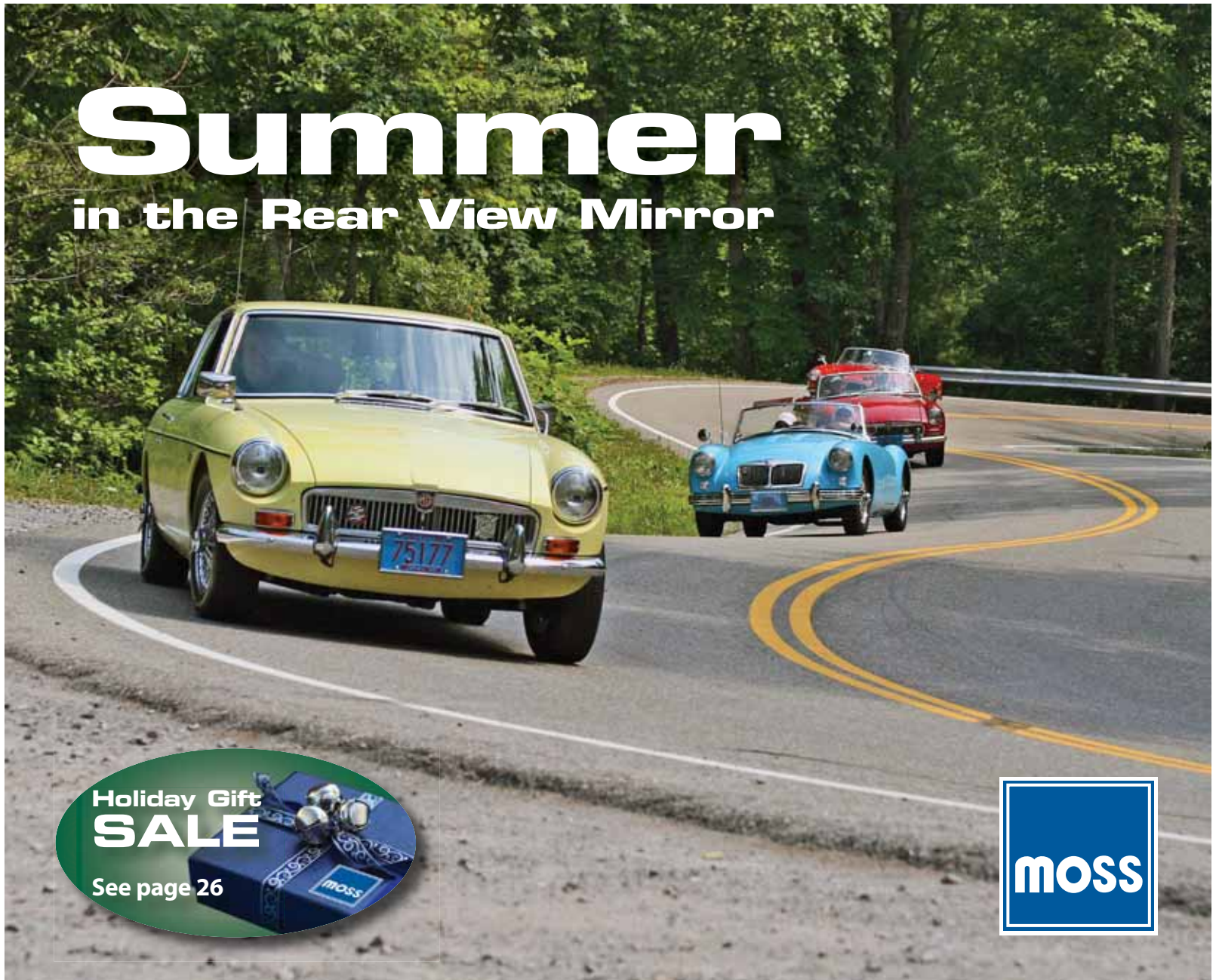


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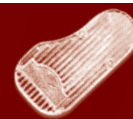
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How Heroes Are Created

BY ROBERT GOLDMAN

Our Editor, Rob Mullner asked me to write about the Santa Barbara Airport Races, Kas Kastner, and the modern day Reno Air Races. All right, here goes. Kas Kastner walks into the bar at the Santa Barbara Airport Lounge during the races. He has a Pratt & Whitney R-4360 engine under his arm. He asks the bartender, "If I have 47 good spark plugs in this motor, how many bad ones do I need to change?"

Perhaps I should find another angle on this. My mom tells a story of the last time she ever rode a motor scooter. It was at the Santa Barbara Airport Races. She froze up on the throttle and crashed into the door of a Jag. It's a true story, but may still not be quite what we need.



To make any sense of this premise, we have to connect some dots. Santa Barbara Airport was home to a Marine air station in WWII. If you watch

the John Wayne movie, "Flying Leathernecks," you'll see a brief clip of an F4U Corsair landing at the Goleta Air Station (AKA Santa Barbara). The Sunkist building in the background still exists today. In the 1950 and 60s, Santa Barbara Airport became a popular venue for sports car racing.

Fast forward 45 odd years from the 1960s, and folks are racing WWII era aircraft, like F4U Corsairs, at the Reno Air Races. With speeds in the 450-500 mile per hour range, it doesn't sound as if there's much vintage in the racing, but in reality they are vintage racers in every respect. The aircraft, the engines, and the vast majority of airworthy parts in these racing machines are 50 years old or more.

Every year at Reno, you see plenty of famous people, like air show pilot Bob Hoover, or former NASA astronaut Robert "Hoot" Gibson, who flies a Hawker Sea Fury at those 450 mph speeds in the Unlimited class. There are other famous people wandering the pits as well. There's Pete Law for example, who though not known to the general public,



Every racer has a hero, someone they revere and respect for their knowledge, skills and competitive nature

is revered among the racers for his decades of racing aircraft engineering knowledge. He started at Reno in 1964.

As with the Reno racers, vintage auto racing today attracts its fair share of famous people. Watching over the racers as he did when Competitions Manager for Triumph in the 1960s there is a very famous man, Robert "Kas" Kastner. After a track session, drivers bring spark plugs to be checked for tuning flaws by Kas. They ask him for advice on driving technique, or any other car related issue which by gaining a little knowledge can be made better or faster.

Kas Kastner is a hero of British motor sport. Learn more about Mr. Kastner in our Heroes feature on page 52. And lest any questions be left unanswered, that 28 cylinder, 4,360 cubic inch Pratt & Whitney monster under Kas' arm when he entered the lounge, it needed nine more spark plugs to complete the set...and you think you have it tough timing your four banger.

BRITISH MOTORING



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British Motoring Editorial Team:

Editor: **Rob Mullner**
 Executive Editor: **Ken Smith**
 Senior Editors: **Mike Chaput, Shawn Carlberg**
 Senior Copy Editor: **Christine Knight**
 Contributors: **Kelvin Dodd, Robert Goldman, Craig Fitzgerald, Robert Rushing, Mark J. McCourt, Giles Kenyon, Gary Anderson, Jonathan Lane, David DeBoard, Bob Flint, and Bill Craig**
 Art Director: **Karen Derfer**



Palo Alto Car Show

The End of An Era and
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NEWS



NEWS

Club Events Listing Now ONLINE

In an effort to share the latest club event listings with you we have moved the Club Event Listing online, please visit www.mossmotors.com/forum and click on the Club Event Announcements folder in the General Discussion section at the bottom of the screen. It's fast and free to list your British car event.

BMTA 2008 Conference Date Set

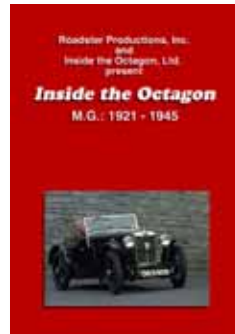
The British Motor Trade Association's sixth annual conference will take place Jan. 18-20, 2008, in St. Petersburg, Fla. Glenn's MG Repair and Classic Motorsports magazine will host the event, and the movers and shakers of the British car community are expected to attend.



While the three-day event is geared toward businesses that specialize in British cars, Saturday's tech sessions are open to the public. Topics will include selecting tires for classics, tuning for max power and reliability and restoration project management. If you want a chance to meet and talk with the insiders of the British motor trade, this is your chance. Plus, visiting Florida in January is never a bad idea. Learn more about the conference at www.britcar.org or by phoning 727-521-9890.

MG Lovers Unite

Inside the Octagon needs your support



The award-winning video **INSIDE THE OCTAGON, M.G.:1921 - 1945** was released in 1995 to excellent reviews with worldwide distribution in broadcast and home video markets. Production of the documentary was designed from the beginning to be a two-part documentary. Unfortunately the post-war MG film was shelved because of funding issues. Inspired by the methods of other documentary makers, Watson has been accepted by the Southwest Alternate Media Project (www.swamp.org) as a sponsored project. SWAMP is a 501(c) nonprofit media arts organization and as a sponsored project, tax deductible (in the U.S.) contributions can be made to support the completion of ITO2. With every contribution, Inside the Octagon 2 will get closer to completion and into the hands of every MG enthusiast. For more information contact Gary Watson at Roadster Productions, Inc.

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VTR Memories

I very much enjoyed your Fall 2007 issue of *British Motoring*. Even more when I noticed a picture of my car in your magazine. The News and Events on Page 6 shows a view of Phoenixville, PA main street during the concours show at the Vintage Triumph Register National Convention this summer. I'm driving the red TR4 down the street. Would it be in any way possible for you to send me a digital copy of that image? I'd like to frame it and hang it in my garage where my TR4 hangs its hat. It would a wonderful reminder of a great convention. Many thanks and best wishes, Brian Jones
Via the web

Dear British Motoring, First, thank you for your excellent publication! I have a comment on the TR6 Brake Tech article (Page 34-35, Fall 2007 Issue): The information provided was very good and I have performed this repair on a number of occasions. I would like to add the following comments:

The 3/8" SAE bolt used to plug the leak, where the switch was removed should be no more than 3/8" long. This is important as the insertion of a bolt which is longer will most certainly be tightened into the shuttle rod, damaging it. The bolt itself should be new and free of scratches or imperfections.

Finally, rather than the Teflon tape mentioned in the article the bolt should be sealed with a copper washer. It is acceptable to "stack" the copper washers to obtain an exposed thread of the specified 3/8". Take care not to over tighten the bolt! There are only a few threads and they are made of brass and easily stripped.

I offer this advice upon thirty years of service to the British Car Repair trade. Ken Russell
Ranchita, CA

BM: From Lawrie Alexander, Moss Technical Adviser
Hi Ben,
Moss does not sell tires for your TD. Most TD owners these days fit VW early Beetle tires, size 165-SR-15. There are several tire manufacturers who make this size. One that works well and looks appropriate is made by Kelly. Visit www.kellytires.com. None of the radials match the tread pattern of the original bias ply tires but the radials offer such better ride and handling that they are considered a very acceptable substitute, even at the most demanding Concours.

There is no need to change your camber or toe-in when you use radial tires on a TD but you should disregard the originally recommended tire pressures and run the radials at 26 psi front and 28 psi rear.

Mix and Match MG

I ordered four of Moss part number 180-620 for my MG TD front brakes but my car has wheel cylinders with square fittings in the back and two line connections. Which wheel cylinder should I order? James Jones
Via the web

The Moss Technical Services Department handles hundreds of inquiries every month – here are a couple of MG questions and answers:

Round, Black and Full of Air

I am replacing the tires on my TD. Do you sell tires? What is the best choice; radial or bias ply? If I switch to radials do I have to change my camber? Which brand do you recommend for an "authentic" look? Ben Russell
Via the web

BM: From Lawrie Alexander, Moss Technical Adviser
Hi James,
From your description, I conclude that your TD has been fitted with MGA front brakes. The proof of this is if each cylinder is held to the backing plate with just one small bolt. If yours match this description, you will need to order (2) each 180-640 and 180-650 wheel cylinders. If you are still in doubt, perhaps you could e-mail me a photo of your old cylinders so I can try to identify them further.



BM: Brian, that's a nice looking TR – hope you had a good time, your picture is on the way.

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Customer Loyalty Program Restorations

Dad Can't Keep Up

BY DAVID DEBOARD

My son Eric and I have always been close. We would play video games together and play basketball and tennis. As he entered his teen years, he would continuously beat me in video games and his interest in them began to get beyond my capabilities. In some of them, I would get motion sick watching him move so quickly in those "First-person" games like Halo 2. In sports, he was growing to be much better and stronger. I used to teach him skills in basketball, but he is definitely schooling me now. His skills and stamina are far beyond mine. I wanted to find something that we could both do together, and that

would be interesting, challenging, and would allow us to spend time together. We were having lunch at a local burger restaurant, when we began talking about it. We threw around some ideas, when we came on the idea of restoring a car. I am mechanically inclined, and knew I'd have a lot to learn, but thought that it was something we could succeed in doing together.

The Project

We browsed through the AutoTrader, and rejected a Pinto project as being pointless. We thought a Corvette, or a BelAir project would be a bit over our heads price-wise. We found a 1975

MG Midget for just a couple of Franklins. I described what kind of car it was, and we finished lunch dreaming about what we could do with it. When we went to look at the car, our spirits sank like the dreary rainy weather around us. It was a disaster. It was garaged, but the roof of the garage leaked, and there was no roof on the car. The upholstery was soaked. He shrugged, and I nodded. We decided to get it and get on with the project. Eric, probably like most guys, liked the deconstruction best. Every part of the car was taken off and we went over how each of them works. Everything went into baggies he labeled, and then into plastic bins.

Bodywork

After the deconstruction, it was off to media blast. When we picked it up, we saw that every panel needed some kind of work. It looked like someone “enjoyed” moonlit nights sitting on the hood. Working the panels with body hammers and dollies was a long learning experience, and a true test of patience. The water damage to the interior wasn’t limited to the upholstery. The floor pans were Swiss cheese. We cut them out, and in the process of replacing them, learned to weld. Getting the right tools and learning to use them was all a part of the experience. Rubber bumpers aren’t available as replacements. Repairing them is the only option. Ours look great now after repairing some minor tears, gouges and refinishing the rubber. There is one blessing to block sanding. It gives you plenty of time to think. Following the hammer and dolly work was our skim coat, and primer – lots of dust. I made a paint booth out of the garage with plastic on the ceiling, a plastic curtain surrounding the car, and paper on the floor. Again, the right equipment here makes a big difference. I used a ProAir full face mask to breath outside air when painting. My wife thought we looked like we were visitors from another planet in our painters’ coveralls. She’s a very patient wife and mother. We really like the look of chrome, and thought that some subtle modifications could be made to fit this Midget up with some shine. I had a serious requirement though. I wanted to be able to re-fit the rubber bumpers back on. So the modification needed to be reversible. It took some thinking and a bit of ingenuity, but we really like the results. It now has the clean looks of a chrome bumper 1974 Midget, (slightly modified with classic blinkers). Now after a short pit stop, it can sport the original looks of the 1975 with it’s refinished rubber bumpers.

On it’s Feet

Having decided to modify it from stock, we wanted to adjust the ride height, and suspension too. Dropping it an inch with new shocks and springs gives it a good look. Now that it’s rolling, we feel like we’re really making progress.

Next

With the bodywork done, we’re now ready for paint. Red is the color. Upholstery and trim will be black. “Be able to stop before you go” is our motto, so getting the brake system in and working will be done before the engine work. We’ll be rebuilding the engine with the help of a neighbor who has multiple rebuilds under his belt, and our local engine shop. We’ll run the new wiring harness, and then the work on the upholstery. Then we’ll be ready for the road test. We’ve talked about how much fun it will be to take the finished Midget for a ride up the California coast. We plan to putt around town for a while before any long trips, but we’re definitely planning on the trip up PCH.

It’s Working

Eric and I have really busy schedules with his sports, Sophomore Basketball and Varsity Tennis, and my travels for work. However the idea behind our project is working. We are spending time together, and are learning a ton. We’re working together and having fun. It won’t be long before we’re grinning and rollin’ down the highway.

Tips and Gems:

As far as lessons learned, they fall into two categories.

The first area is social, having to do with time spent in the garage with my son. He’s opened up and shared more while we are working than he’s ever done while playing games, or shooting practice shots on the basketball court. I’m really glad for the time we get to share. Also, this can be a very social hobby. There are people in your city and even in your neighborhood that

have skills, and friends who know how to do things you don’t. Initially I was self-conscious about my skill level, and didn’t want to share much of what I was doing. But pretty soon my neighbors would walk by my open garage and ask about the project. I’d let them know what we were doing, and where we were in the project. I’d share where I thought my problems would be, and before you knew it, they’d be sharing about a friend who knows how to weld, and that they’d be willing to help. That’s how I got my floor pans patched and the passenger side floorpan replaced. I did have to spend some time helping him lift his 1931 Model A body off its frame and onto a stand so he could restore the frame – but that’s a story for another day.

The second area is regarding the project. As I mentioned, I was uncomfortable with some areas of my mechanical skills, and how deep I was getting. I repaired my daily driver when I was in college, but vowed not to work on a car I had to rely on.



Gem 1:

I knew that I’d have to keep track of the parts as I removed them from the car, so I put everything into Ziploc plastic bags. That’s not unusual, but as I was taking the parts off, I had the most confidence in restoring the areas I could remember how things went back together. So the areas I took before and after pictures of, went together



easiest. Next time (?) I will take more pictures under the hood, and under the car where the cables run, and the plumbing. As I was removing parts, or taking them apart, my son would read the section in the Hayes restoration books about them (suspension, steering, etc.). When he was working on a part of the car I'd baggie the parts up and show him how to label them (doors, windshield fenders, hood, and trunk, seats, etc.). We stored all the baggies for related sections in boxes (actually plastic storage bins) together so that we could find all the parts without having to search through everything.

Gem 2: Painting

We painted in the garage. I stapled 2 mil plastic sheeting to the ceiling, and hung a curtain stapled to the ceiling, and taped to the floor, and covered the floor with paper taped down to eliminate as much overspray as possible. I used a 36" box fan with a paper filter for central a/c to exhaust the make-shift booth. I taped another filter on the other side to allow flow of air into the booth trying to eliminate as much dust as possible. There are probably better ways, but this is what I could think of. I used an air pump from Eastman catalog so I could breath outside air while in the booth. I primed the whole car, and then under coated it with rubberized paint, and then painted the interior, I'm painting all the undersides of the doors, hood, trunk and fenders next, and then will paint the exterior in one session to minimize any difference in batches/pots of paint that could affect color, or finish. Lesson learned – I had to re-finish the hood twice. I was getting hair-line cracks in the primer. I think



I had too much accelerator in the paint, or maybe I didn't wait long enough between coats. FOLLOW THE INSTRUCTIONS ON THE LABEL.

First & Favorite

BY BOB FLINT

My first sports car was a 1963 Triumph TR-4 bought used in 1964 shortly after I graduated from college and got a job. It was the first in a long series of British and German sports cars I have owned, but it was always my favorite.

Thirty-seven years later I retired and began restoring British sports cars to keep busy. The first was an MGB. Shortly after starting the MG, I saw an ad in the local paper.

"1963 TR4. Restored." Turned out its restoration consisted of Bondo, galvanized tin, and an Earl Schieb paint job, but the car was complete and "ran when parked." I trailered it home and got it running, storing the TR4 until the MG was done.

Work on the TR4 began in earnest in January 2004 with complete disassembly of the car. I restored pieces as they came off the car on the "B" but decided to restore prior to assembly on the TR4. Each



method has its advantages but careful labeling, documentation, and photos are required either way.

The frame was blasted and powder coated as were the suspension components. It was pretty exciting to have a rolling chassis that looked brand new. The body tub

was another story. By the time it was done, the floor panels and sills, sail panels, front and rear valances, B pillars and the top of the rear fenders had been replaced or patch welded. My friend Scott Webb worked miracles repairing rusty metal on the fenders. He then blocked and sanded the various body panels from 4 to 9 times and applied the most beautiful base coat/clear coat British Racing Green paint job you have ever seen.

It was pretty exciting to have a rolling chassis that looked brand new

I rebuilt the engine, resealed the transmission and rear end, put in a new clutch, and installed them in the rolling chassis in preparation for installing the body. Once the body was on, the project became a pure joy. Starting with a new electrical harness and the restored dash, the vehicle was reassembled "from the inside out" with each freshly restored component making it more like a car. A complete new interior from Moss put the finishing touch on the car.

The restoration was finished this past spring and the car "sorted out" after numerous test drives. Its show debut was in June at our local British Car Club Show where it got "Best in Show" out of 40-plus cars. It's a joy to drive and definitely brings back memories of my first TR-4 forty-three years ago.

Tips from Bob:

- 1.** A "frame off" restoration is a daunting project that few would tackle if they thought it would take 2 or 3 years to see results. You have to look at it as dozens of small projects and get your feeling of accomplishment from completing each of these. For example, powder coating a suspension arm is a project. So is assembling the left side front suspension, and so is completing a rolling chassis, etc.
- 2.** Keep your tools organized. I put every tool away every night--no matter how tired I am. After six years and two frame offs (and numerous other projects) I have not lost a single tool. Time spent hunting for tools is time not spent working on your car.
- 3.** If you can restore an original part rather than using a new one, do it. Moss and others have done a fine job of finding sources for replica parts, and you can't do projects like my TR-4 without them. But there is still no substitute for an original piece if you can clean it up and make it work.
- 4.** I use clear plastic tubs to store my parts while disassembling the car. I own over 30 of these and at the point of maximum disassembly, they are all full of labeled and bagged parts. I tape a 4 x 6 card to each tub and store parts according to their location on the car (e.g. Front suspension--Left). The plastic tubs store neatly on shelves and you can also see what is in them. Old cardboard boxes are hard to store and frustrating to use.
- 5.** Take notes when you disassemble. Put the notes in the zip-lock bags with the parts to which they pertain rather than in a notebook. In two years, you not only won't remember how to reassemble a component, but you won't remember that you took notes that are buried on page 50 of a spiral notebook.





Restoration: 1959 TR-3A

BY BILL CRAIG

As a young teenager in high school, I rode to school with a fellow classmate in a 1953 MGTD. From this point on, I knew that someday I would own a classic British Sports car.

In the early '90s I bought a 1968 MGB, and this began my quest to own other British cars. I kept the MGB for a while but eventually sold it to a friend, who had been begging me to sell it to him.

About 6 months later, I received a call from Mr. Carper. He wanted to sell the car and wondered if I was still interested, which I was. What I dream come true.

A couple of days later, my stepson Mike and I went to see if we could get the car to run. We took all the necessary tools, but after trying several times, the car would not start. We checked the distributor, and found a small copper wire was in half. We repaired that problem, funneled the carbs with new fuel, and bingo, she purred like a kitten. The car had been sitting idle for 4 years.

I began the slow process of restoration, and after many hours of rusty bolts and nuts, slowly took the car apart. To my surprise, there was little surface rust. As a person with great patience, I could visualize what this car was beginning to look like.

I ordered many parts through 2 dealers, from Moss Motors. I finally took the car to have it painted, and in 1 week, Rocky called and said the car was ready for pick-up. When I arrived at the shop--WOW! In all my days, I could not believe what I saw. The pictures tell the story.

What I learned will never be forgotten. Always be patient, because it will pay off. British wiring (another story) will drive you nuts. The most exciting thing about my restoration was the timing. The car was made in the same year that I graduated from high school, so in two years I will drive

it to my 50th class reunion. I also enjoy driving it on the Blue Ridge Parkway, here in Virginia.

I drove the car to Webb Motors, in Roanoke, Virginia. Byron Webb, the owner, came out and looked at the car. He said, "A job well done Bill." Byron has been restoring British cars for 50 years, so what a compliment from a pro. My wife, Kathy, told me now is the time to start restoring another Triumph.

A list of the companies and people who contributed in the restoration that I'd like to thank:

Paint

Bare's Creations
Rocky Bare
2123 Washington Ave.
Vinton, VA

Parts and Tech Support

Webb Motors
Byron Webb
7106 Williamson Road
Roanoke, VA

British Restoration
Ted & Tyson Smith
2136 Patterson Ave.
Roanoke, VA



In early spring of 2001, while riding through a neighborhood, I spotted what I thought was a Triumph. I went to the door and asked the gentlemen, Mr. Bob Carper, if I could see the car. He said "Of course," but it was not for sale. After uncovering the car--wow! Here was a 1959 TR3A Triumph. I told Mr. Carper that he ever decided to sell the car, to please call me.

What *British Motoring* Readers Did Over the Summer

Stories and Pictures by the authors

In the last issue of *British Motoring* we asked readers to show us what they did with their cars over the summer. The response was impressive—thanks! Here are just a few of the letters we received:



New to the British Scene

Jim Godwin
Glen Allen, Virginia

I have been a classic British car owner since December 2006, and this summer I took my 1964 MGB to a few car shows and have become an active member of the Central Virginia British Car Club and I will be working at our annual show. (www.classicsonthejames.com) My new friends in the club are wonderful people. Mostly though, I just enjoy driving my daughter or wife around in the roadster. I am fixing up and maintaining my car where needed and get parts and accessories from Moss for both the MG and my 2003 Miata.

Hillclimbing Wedge

Tim Williams
Fleetwood, Pennsylvania

Over the summer I raced my TR7 in five different Hillclimb competitions including Hershey, Polish Mountain, two events at Weatherly and Duryea, named after the winding 2.3 mile route that carmaker Charles Duryea tested his vehicles on long ago. Here's a shot of me and my TR7 in action. Check out www.pahillclimb.org to see lots of other British cars on the hill.





**Awards for
Mr. and Mrs. Iron Bottom**
Lou and Pat Ballard
Marrietta, Georgia

We recently completed an 11,160 mile coast to coast trip covering 31 states in two different British Cars over a 10 week period. Leg one of our summer adventure began June 12th as we motored our 1963 Austin Healey 3000 up the Blue Ridge parkway toward Burlington, Vermont and the 2007 Austin Healey Conclave. Over the next four weeks we spent time in Williamsburg, Virginia, Atlantic City, New Jersey and enjoyed the Conclave. From there we continued touring Vermont and saw Maine and New Hampshire, ending up back home July 8th for a fresh horse (our 1971 MGB) and kicked off the second leg of our British Car Summer with a trip to Sonoma, California and MG2007.

Over the 3400 mile drive we visited Mt. Rushmore, Yellowstone and Teton National Park before arriving at MG2007. Side trips included a drive up scenic Highway 1 through Bodega Bay to the seaside town of Mendocino and the Redwood Forest. We even managed to squeeze in a trip to Seattle and a cruise to Alaska. Upon leaving the Emerald City we stopped in Lake Tahoe, Yosemite and visited family in Las Vegas. From there we took in the Grand Canyon and made several detours to follow what's left of Highway 66. We returned home safely August 16 and the only mechanical maladies were



a seized wheel bearing on the Healey and points, condenser and a u-joint on the MG.

Most importantly, even after all the driving we won Best in Class for both of the events we attended!

P.S. We rely on the local Moss distributor for help if necessary and always travel with the appropriate shop manual and Moss Catalog.

Rally Newbies

Dave and Barbara Shively
Aurora, Oregon

Our 1972 MGB-GT "Reggie" along with its driver and navigator Dave and Barbara Shively won the Novice class of the 2007 Columbia Gorge Rally and Tour. At the end of the 200+ mile rally, we were only 6 minutes off the pace. Many thanks to the Columbia Gorge MGA Club for such an outstanding rally.



**Aloha Show
and Go MGB-GT**

Mark Osborne
Honolulu, Hawaii

I'm a tech at European Auto Tech Ltd. We use lots of Moss Motors parts to keep our customers on the road. I've got a 1971 MGB-GT and I custom fabricated a turbo system around a Weber 32/36 downdraft with a K26 turbocharger blowing through a 18x12 front mount inter-cooler. This summer I took a break from wiping the smirk off unsuspecting Mustang drivers faces and won "1st place European Car" at the Hawaii Streetcar Showoff!
Mahalo Moss!



MGB Twister

Brian Lake
Shrewsbury, MA

A few weeks ago, my wife and I went on a 10 day trip to Prince Edward Island, Canada. We have wanted to visit PEI since we spent a week camping on Nova Scotia 13 years ago. We had 3 kids with us then, but they are all grown up now.

Since it was just the two of us, we decided to take our 1974 MGB that we bought in 2004 off of eBay. The car has somewhere between 134,000 and 234,000 miles on it, so naturally there were a few things to address before we left. Moss, as usual, was great with all of the miscellaneous parts we needed in stock and got them to us lickety-split. We didn't really need anything major, just some items that were a little tired.

We made our reservations for a very nice bed and breakfast on the southern shore of PEI, loaded our luggage, GPS, a medium size bag of tools and of course, 5 quarts of oil, and proceeded to Portland Maine to catch the CAT ferry to Yarmouth, Nova Scotia. The ferry is very nice, but the weather was pretty ugly that day. In fact, when we finally got to Yarmouth, the crew said it was one of the roughest trips they had ever made.

We proceeded to get in line to get off of the ferry. What we didn't realize was that we arrived at high tide, and the boat was sitting pretty high above the dock. The loading ramp was at a pretty steep angle, but I thought we could make it. I was wrong. The exhaust caught on the edge of the ramp and pulled the front muffler off of the headpipe. To make matters worse, it was pouring rain.

So, we let everybody else that was behind us go around, and then drove straight across the ramp to get the smallest possible angle. As you can imagine the car was just roaring anytime I hit throttle. It took us half an hour of waiting in line to get through customs, but the Customs Agent was very nice and let us go after just a



couple of questions.

Now, our big challenge was to find a muffler place in Yarmouth NS, at 4 PM on a Saturday afternoon. We tried one big retailer with an automotive shop, but they only had one mechanic on duty and he had a Buick that was giving him troubles. We drove around, making lots of noise, and finally found a little gas station where there was a guy working on a couple of cars. He said he was pretty busy, but he would try to look at it when he finished the car he was working on.

We put the B on the lift and after a little tugging and shoving, got the muffler back in place. He welded it up and everything was as good as new. After we got the car down, I asked him how much, expecting a hefty bill, and he said, "Ten bucks." I said, "Excuse me?" I tried to pay him more, but he wouldn't take it. Independent Canadian mechanics are my new heroes.

Well that was the automotive highlight of the trip. We had a great time on PEI. Lots of driving on some great twisty roads, lots of great seafood, beautiful weather, cool Celtic music and very nice people. We even visited a pretty cool auto museum in Bonshaw. It wasn't very big, but had some great American cars, and a pretty decent collection of old farm tractors.

PEI even offered us a great welcome! As we were driving to our bed and breakfast, the weather turned, really weird. At my wife's suggestion, we put the top up, just a half mile before we hit some torrential rain. Even driving above 40 mph would

not have kept us dry. We saw several cool cloud formations that turned into water spouts. It turns out they had 12 water spouts form in the straight between PEI and New Brunswick.

As you can imagine, packing for two people for 10 days requires some room. We bought a really big waterproof duffel bag from Cabella's and put 4 other duffels inside to keep our stuff dry. Overall we used up just about every inch of space. The trunk was full, the big duffel was on the luggage rack, even the space behind the seats was full. However, with creative packing, we even had room for some souvenirs, and a mid-size Celtic harp that we bought in Bar Harbor on the way home.



We ended up covering 2300 miles in ten days, and had a blast. We did have one day of pouring rain. As with many British convertibles, we had rain inside the car as well as outside. Our B tends to leak a little at both corners of the windshield, and even the top was pretty waterlogged by the end of the day. My wife was a great sport on the whole trip, and as usual, was very patient with me and my "redheaded girlfriend." I don't know about her, but I'm looking forward to our trip to Alaska!

I also attached a couple of shots of the car totally loaded. We took these outside of McLean's Brit Bits in Rye, NH.



TECH TIP

Avoiding the Dreaded Healey Hotfoot



BY GARY ANDERSON

Photography by the author

Over the years, Healeys have gotten a reputation for having a very hot cockpit. I'm here to argue that the reputation is undeserved, that heat in the interior is due to poor maintenance or careless restoration by previous owners, and that with some simple do-it-yourself repairs, you can correct this problem. The same solutions will also help with any other British car. In order of the difference they will make, your three repair strategies are: First, fix the interior panels so that heat from the engine compartment isn't blowing directly into the footwells. Second, replace all missing or bad grommets, so there aren't any openings in the firewall through which hot engine air can get into the interior. Third, if you're

replacing the carpets, install a good modern insulation product under the carpets to provide better heat and sound protection.

Fix One: The Transmission Tunnel and Bulkhead

Here's the basic problem: Most of the heat is due to hot engine compartment air getting into the interior through openings that aren't supposed to be there. Close those openings and nearly all your heat problems will go away. The most significant sources of hot air usually are from around a bent or badly installed vertical transmission bulkhead, from between the transmission bulkhead and transmission tunnel, and from under the transmission tunnel.

To correct these problems, unscrew and remove the gearbox cover and the gearbox cover extension panel. You may find that these covers aren't even screwed into place, or are so badly bent that they don't fit properly. Check to make sure that the extension panel fits snugly against the sides of the footwell and the floor. If not, straighten it so that it does. Check to make sure that the carpeting wraps around its edges, because this carpeting provides the cushion against the footwell carpeting to seal that edge. If the carpet was cut too short to wrap around, then you'll need another piece of carpet, or some weather stripping on the backs of the edges. Then screw the panel securely into place using three long sheet-metal

screws on each side extending through the carpeting, through the bulkhead, and into the edges of the footwells. With the tunnel carpeting removed, refit the transmission tunnel, making sure its front edge fits snugly up against the gearbox cover panel carpeting and down on the padding underneath the floor carpet. If it doesn't, straighten it and/or reposition the screws holding it in place so that it does fit snugly. At the same time, check to make sure that the shift lever boot is in good shape, and is properly fitted into the opening of the transmission tunnel. If it wasn't, you've found another serious heat source.

Fix Two: Openings in the Firewall

There are lots of holes in the firewall intended for cables, wires, and hoses to go through. If the rubber grommets and plugs that seal those holes are missing or in bad shape, you've got another source of cockpit heat. To see where the heat is getting in, put the car in a closed garage at night. Turn off the garage lights, and put a bright light in the engine compartment, then get in the car. Every place you can see light is an opening where heat is sneaking in. Then, put the light source in the interior, and look in the engine compartment. Once again, any light getting through shows a hole where hot air can get through.



The best way to fix these holes is to order a new firewall grommet set (Moss part 681-018) and plug each of the holes. If you're not doing a complete restoration, the ones through which cables and harnesses go may be difficult to fit, but if you

can't disconnect the wire or cable, the grommet can be slit with a razor blade, then fitted around the wire and tucked into the hole. If you see any other holes or openings, even a piece of duct tape over the hole is better than leaving it open.

Fix Three: Improve the Insulation.

When your Healey was first assembled, it was fitted with insulation. Though the material wasn't as good as available today, it made a big difference. If the insulating material is worn or missing, that's your third source of heat. If you are redoing the interior, be sure to install insulation in the proper places, and use the best available material.



Originally, the floorboards on the Healey were insulated with roofing felt ("tar paper") overlaid with woven fiber mats. Unless you're concerned with absolute concours accuracy, I recommend that you substitute a material that combines heat and noise insulation with heat reflection capabilities, such as Dynamat insulation mats (Moss part number 409-026). A kit includes four one-foot by three-foot mats that can be cut and glued down to cover the entire floor. Use heat shield adhesive and glue

the panels with the reflective side against the floor.

The vertical sections of the interior, including the sides of the footwell and the tonneau bulkhead behind the seats, would have had jute fiber pads glued under the carpet. Similar pads, now made of laminated felt, are included with standard carpet kits. Instead of these pads, I recommend using a material like Moss's "Heat Shield Material" (part number 409-015). One four-foot by six-foot sheet should be enough. Cut this material into pieces using the kit's felt pieces for patterns, then glue them to the individual body panels with the reflective side against the floor, and tape the seams. Once this

insulation is in place, the carpeting pieces can be glued to the insulation. For the transmission tunnel, you'll need to carefully cut and tape together a piece the same size and shape as the tunnel carpet with holes for the carpet snaps. This piece should lie loosely on top of the tunnel, held in place by the carpet snaps and carpeting on top.

With these three fixes, I guarantee your interior will be comfortably cool and quiet and long days on the road, even on hot days, will be a pleasure. **BM**



TECH TIP



TR6 Rear End Re-Do: Setting the Pace for Better Handling

BY ROB MULLNER

Photography by the author

If you have ever seen an old TR6 rolling down the road you might just view a toed-in, rearward lurching sports car with its weight shifting wildly between gear changes. As an added benefit, it's one of the few roadsters featuring enough oomph to produce rear wheel torque steer, something usually reserved for front hookers.

In my pursuit of enhanced handling I have added Moss Motors sport springs and a tube shock conversion kit which have greatly aided in controlling body movement (the lurching) and have helped keep the rear wheels firmly on the ground, producing enhanced traction and handling. In concert with 16" Panasports and 215 section Pirelli P6 tires there has been a major upgrade in performance. And yet I wanted more, I wanted to eliminate

or at least minimize the torque steer effect that I was experiencing during spirited acceleration and began looking through the Moss TR6 catalog and across the internet for potential solutions.

Fortunately the "restomod" movement has delivered solutions to these lingering problems. I found a whole host of upgrade products to help me in my quest.

I started my project by tearing down the back end of my 6, removing the rear wheels and drums. While rolling the half shafts back and forth and noticed that the u-joints were clunking. Recalling that it had been at least five years since I replaced u-joints I added them to my repair list. Removing the six nyloc nuts securing the half shaft flanges to the right trailing arm two of the stud mounting holes turned

out stripped.

You can guess what happened next—they made the list. From there the surprise parade came to a halt, as I removed the trailing arms from their brackets and unbolted the brackets from the frame I was pleasantly surprised to find the mounting points and related hardware in good shape. With a generous amount of Simple Green and some Griot's Garage undercarriage spray I removed the built-up gunk and sludge revealing a clean work area.

Next I turned my attention to the trailing arms—I will admit that I'm a sucker for shiny aluminum bits; nearly anything metallic with a wrinkle finish gets my attention so I lavished some extra love upon these magnificent castings. After a liberal application of Simple Green and garden hose to remove the standing

dirt I was lucky enough to get a visit from my across the street neighbor, Steve who happens to be a motorcycle nut. He uttered the magic words, "Why don't you borrow my powerwasher and make those really shine." I'm lucky to have a neighbor who understands me.



So after getting the powerwasher 101 from Steve I find myself on a high pressure rampage shooting a stream of water into the intricate aluminum nooks with a glee that would make riot police blush. 20 minutes later I've got a gleaming pair of trailing arms ready for the next step. I packed up the right arm and took it over to Walt at Britalia in Fullerton, CA about the stripped stud holes. Since repairing aluminum can be tricky and I didn't want to join the JB Weld nation I decided that Walt's powerful combination of patience and experience was just what I needed.

Walt uses a threaded insert called E-Z-Lok . He drills out the stripped hole just enough to tap a new thread and then screws it in place. Since the E-Z-Lok is coated with a loctite-like compound it becomes one with the surrounding metal and it ready to accept a new stud. Walt made the fix look easy.

With my ailing trailing arm repaired its time to begin the healing process. With the arms still off the car I began by smearing the special bushing lubricant provided with the upgraded Prothane trailing arm bushings and inserting them and

their metal sleeves into the trailing arms. Comparing the "no name" bushing with the Prothane piece and it's very clear that the upgraded bushings and the Goodparts brackets should have a major impact on minimizing torque steer.

My half-shafts took a field trip to OC Driveline in Placentia, CA where Ray the proprietor rapidly swapped out the old u-joints with fresh Spicers' and pumped the zerks full of grease.



The Goodparts adjustable brackets are beautifully constructed and finished, smartly designed and are supplied with top quality hardware and very clear directions-my compliments to Richard Good.

The adjustable brackets attach to the frame like the old ones using the shims that adjust the caster with each bracket offering an adjuster to precisely set the camber for maximum handling. The enclosed directions are very clear and include all of the torque values for the hardware involved.



With the trailing arms and adjustable bracketry in place the next task is reconnecting the inner

drive shaft flanges to the differential with fresh nylocs followed by the outer half of the shaft through the trailing arm. Don't forget a liberal application of grease on the driveshaft splines to avoid binding through their range of motion.

I replaced the Moss Heavy Duty rear springs with the newer Moss Heavy Duty Lowering Spring, the difference should be subtle – you can see a slightly smaller gauge of wire in the spring on the right versus the HD spring on the left. I will report back on the ride height and quality after a few hundred miles of use.



Before I bolted everything back together I got my hands on a pair of our super swank finned aluminum brake drums. As I mentioned earlier, I love me some cast aluminum and these drums not only look 1000% percent better than the cast iron drums and they dissipate heat better and weigh three and a half pounds less removing seven pounds of unsprung weight from my rear axle!



Putting it all back together the brackets are set per the Goodparts directions to emulate the previous setting. I feel confident that the back end of my TR will be in top shape. I will share a driving report and alignment info in the next issue. **BM**



Morgan Factory Tour

BY ROB MULLNER

Photography by the author

I was never a big H.G. Wells fan, my science fiction tastes ran towards the Heinlein paperbacks my father read rabidly and left scattered about the house. To give old Herbert George his due, he did introduce the wonderful concept of the time machine to an unsuspecting world. If you want to time travel it's really pretty easy, all you need to do is walk through the gate of the Morgan Motor Company in Malvern Link, England and you will be instantaneously transported

to a place in time where men and women build sports cars with their bare hands and simple tools.

As part of my recent UK Tour (see British Motoring Fall 2007 or visit www.britishmotoring.net) our guide Andy Tyacke at England Specials had organized a tour of the Morgan factory, the oldest continually operating car building facility in the World. Since 1909 Morgan has been the standard bearer for unique sporting cars. From humble beginnings on three wheels to bespoke luxury coupes, Morgan has earned a reputation for unconventional motoring.

Walking through the door of the Morgan factory is really like time travel. In the modern world virtually everything can be delivered to your doorstep or desktop instantly. Here in Malvern Link they will make you wait a year while they build your car—such audacity!

To understand the circuitous path that a Morgan car travels, from Malvern Link to your driveway, we were lucky enough to have a docent

to shepherd us through the process. Dixon is the embodiment of an English gentleman. He has been part of Morgan for many years and he led our group through the Morgan manufacturing process.



Considering that every Morgan car is built per a customers' personal specification you can pick virtually any exterior or interior color and have many choices for upholstery, carpets and top material. It's a unique combination, part custom



tom tailor and part personal chef; Morgan welcomes a level of customization that borders on anarchy, with hundreds of color chips and various hides and fabric samples to peruse and pick for your Morgan. Legend has it that Morgan painted a car to match a lady customer's nail polish.

While you might think of the Morgan as quaint or even antique it's clear that the employees are truly craftsmen of the highest order. Every piece of the car is fitted by human hands and surprisingly the Morgan crew was much younger than I expected.

Moving from building to building you really get a sense of the Morgan magic that permeates Malvern Link. One of the touchstones of Morgan lore is their wooden frame and it's true that much of the rear sub-frame of the Morgan Roadsters is constructed of ash. As a young car nut I thought the whole frame was made of wood, like a Conestoga wagon. There is much more steel and aluminum than ash, but it's still cool to see how the wood becomes an integral member of the chassis.

The sweeping rear fender arches are crafted from multiple pieces of ash that are kiln-dried, bonded together and heated in a jig just like the gluelam beams you see in a warehouse rafter. As we moved

through the factory every step of the assembly process is out in the open, and the skill and care of the builders are apparent as hand built components pieces are finessed into place.

Something else that I learned from the tour was the Morgan obsession with lightness, which began with the earliest three-wheel-

ers and persists today; manifested in the prodigious amounts of aluminum used in the cars, especially the flagship Aero 8. Turns out that Morgan beat Jaguar and Aston Martin to the "aluminum intensive" punch when they rolled out the Aero 8 in 2000. Of course, there is still some ash in its lithe frame for good measure.

The time trip is complete when you see the state of the art engines and drivetrains take their place in the bellies of these handcrafted beasts. Morgan is proud of their "green factor." Since their cars are light and strong, they require less power to best luxurious contemporaries like the Bentley Continental. Of course they have all the accoutrements, the passive and active safety systems you expect from a "modern" car. Plus, according to Morgan an Aero 8 delivers nearly twice the MPG and half as much CO2 and NoX. Not bad for a company celebrating its 100th Anniversary in 2009. To schedule your time travel visit www.morganmotor.co.uk. **BM**

TEN THINGS YOU DIDN'T KNOW ABOUT MORGAN CARS:

1. The Malvern Link factory has been building cars since 1919.
2. A Morgan Four/Four driven by Prudence Fawcett won its class at the 1937 Le Mans 24 Hour race.
3. It takes 4 weeks to build each car.
4. A production Morgan beat factory racers from Porsches and Lotus, winning the 2 liter class at the 1962 Le Mans 24 Hour race.
5. The Plus 4 is Morgan's best seller.
6. There are 95 pieces of ash in a classic Morgan.
7. 75% of all Morgans are exported out of the UK.
8. 160 people work at the Morgan car facility.
9. Morgans have used a wide variety of motorcycle and car engines from Ford, BMW, and Triumph among others.
10. The Morgan factory has a bouquet like fine wine with hints of ash, leather and high school metal shop.

Moss Motors Club Support Guidelines

Dear British Car Club and Car Show Event Organizers,

Each year Moss Motors supports numerous British Car Clubs and their car shows and events all over the United States and Canada. To enhance our service to clubs and event organizers please review our 2008 event support guidelines:

1. Designate one person in your club to be the Moss Motors contact.
2. Please give us at least eight weeks notice in advance of your event.
3. Let us know the date, location and name of your event and the club or clubs presenting the event.

4. We need to know how many cars and attendees you are expecting at your event.

5. Don't forget to provide your contact information including your name and shipping address.

6. Email is the preferred way to let us know about your show and all the details. Please send your requests to britishclubsupport@mossmotors.com with your event name and date as the subject.

7. Let us know what you are looking for such as show car cards, lanyards, goodie bag or goodie bag items and raffle prizes.

Don't Forget: We would like pictures of your event – show us people having fun in their British cars and they might end up in an issue of British Motoring!

Here's to a great 2008 Show Season!

Thanks,
The Moss Motors Team



Meet the Masters

Learn more about your classic during the British Motor Trade Association's sixth annual conference.

Experts appearing at previous conferences include:
SU carb expert **Joe Curto**
British Specialist **Kip Lankenau**
MG racer **Hap Waldrop**
Restorer **Carl Heideman**
Publisher **Tim Suddard**

Plus meet officials from companies like Moss Motors, Victoria British, Ragtops&Roadsters, Dayton Wire Wheel, APT, Sports Car Craftsmen, The Motorway, Hagerty Insurance, Wire Wheel Classic Sports Car and more!

Info:

Gail or Glenn
Lenhard at
727.521.9890
www.britcar.org

Jan. 18-20, 2008,
in St. Petersburg,
Florida

Hosted by Glenn's
MG Repair and
Classic Motorsports





Those Were The Days... MG's Abingdon Factory

BY BRIAN MOYLAN

Reviewed by Robert Rushing, MG Club of St.Louis

I was trying to determine what this little gem reminded me of when I sat down to write this review.

It's not really like Ken Smith's excellent book, *Aspects of Abingdon*, despite the fact that it covers the same subject. Ken's book is centered more on describing the A-to-Z of production at Abingdon with a focus on the MGB years. *Those Were The Days...MG's Abingdon Factory* is much more driven by pictures-many of which are published for the first time in this volume.

The book compares more to looking through the family album with your favorite uncle telling you what was happening in each shot. Yes, that's what the book is like, and that's exactly what makes it so good. The focus is more on what it was like to work there, and the sense of community that was uniquely MG Abingdon, than about the "how" and "why" of things.

Even the layout of the book adds to this photo album feeling. Each page has several pictures on it along with a paragraph describing the scene. The descriptions aren't just bland comments of what's in the pictures, they're little vignettes that really bring the pictures to life in only the way that someone who actually lived that life can do, which is in fact what the author did.

Brian Moylan worked for MG at Abingdon from 1950 to 1980. He knew the people about whom he wrote, for he was right there with them, producing the cars we love. That is what makes this book special. If you want to know a little more intimate history of the

MG Car Company then you need this book on your shelf. 160 pages \$24.95 part # 212-195

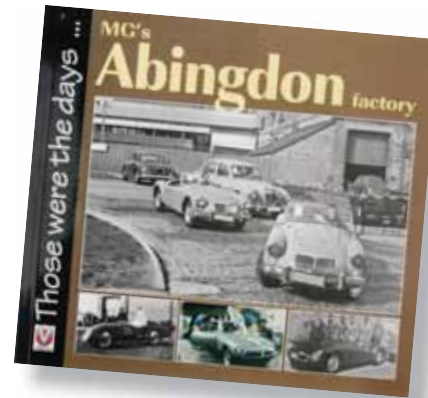
Aspects of Abingdon

BY KEN
SMITH

Reviewed by
Mark J McCourt,
Hemmings Sports
& Exotic Car

Much has been written about the cars sporting the octagonal badge. Among aficionados the place where they were built was just as important as the cars themselves. The works at Abingdon on Thames, England, maintained a special magic from its early days through the last MG's production in October of 1980, and the story is best told by the people who lived it, the people who worked at the "Gee."

Ken Smith, who currently edits *Classic MG Magazine* and is Executive Editor of *British Motoring*, is very knowledgeable about the history of the last 20 years of MG production. His history with the make, as well as his firsthand access to key people who made Abingdon run, make this second edition of his compilation, *Aspects of Abingdon, The Building of the MGB and Midget - How it Was Done and the Men Who Did It*, an excellent resource.



Fans of Britain's best-selling sports car will enjoy this 112 page volume for its collection of rare photographs. The majority of the black and white images were taken in the post-1975 era to document the daily workings of the production lines, so most aspects of assembly

are covered from body shells arriving by truck, to the engine and transmission installation to rectification. Special photos include the build car for the last production MGB, and a view into the main drawing office where the blueprints were created. But this book does not impress by the photos alone, as Smith has solicited chapters from luminaries such as Don Hayter, former MG Chief Engineer, Plant engineer, John Seager and rectification fitter, Geoff Allen, as well as stories from MG public relations veterans, the shop steward, inspector and electrician.

These personal recollections, interspersed with a step-by-step explanation of production, make the book a pleasing read that is impossible to put down! 116 pages \$17.95 part # 213-025 **BM**

HolidaySALE

Happy Holidays



FROM MOSS MOTORS

WATCHES

The perfect gift for your favorite British car fan, these sleek watches feature a gold tone case and clasp and embossed black leather strap with your favorite marque logo on the face. Affordably priced for gift giving- while you are at it get one for yourself! **SPECIAL \$29.95 each**

- 013-214 Austin-Healey watch
- 013-209 MG watch
- 013-219 Jaguar watch
- 013-204 Triumph watch



NEW

PINS

Here's that cool stocking stuffer you have been looking for-these pins will look perfect on a hat or jacket at the next British car show or club meet. Our new cloisonné pins feature your favorite marques and cool logos in bright colors. Get a bunch and show some pride in your ride. Reg. \$5.95 **SALE \$3.95 each**



-  229-260 Triumph World Pin
-  229-275 Triumph TR6 Pin
-  229-320 Triumph Spitfire Pin
-  229-265 Triumph Shield Pin
-  229-325 Union Jack Pin

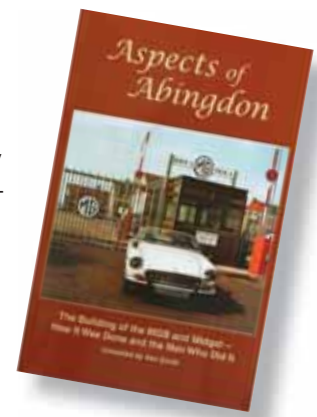
-  229-710 Austin Healey Wings Pin
-  229-225 Austin Healey Bar Pin
-  229-720 Austin Healey Round Pin
-  229-230 Austin Healey Castle Flag Pin

-  229-235 Jaguar Growler Pin
-  229-240 Jaguar Leaper Pin
-  229-245 MG Octagon Pin-Black
-  229-250 MG Octagon Pin-Red

ASPECTS OF ABINGDON by Ken Smith

This is the 2nd edition reprint of a tribute to the workers who built the MGBs, MGCs and Midgets at the MG factory in Abingdon-on-Thames. With updated text, revised chapters and new photos. Learn how the cars were assembled and the changes needed to meet Federal safety and smog requirements.

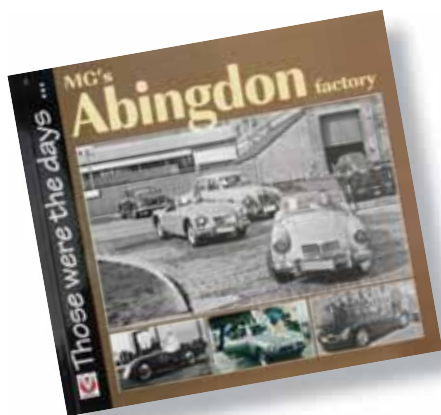
213-025 Reg. \$17.95 **SALE \$14.95**



THOSE WERE THE DAYS...

MG'S ABINGDON FACTORY by Bryan Moylan

Brian Moylan worked for MG at Abingdon from 1950 to 1980. He knew the people producing the cars we love. That is what makes this book special. If you want to know a little more intimate history of the MG Car Company then you need this book on your shelf. 116 pages. 212-195 Reg \$24.95 **SALE \$17.95**



WINE GLASS SETS (Set of 4)

Santa Barbara County, home to Moss Motors is close to the heart of the Central Coast Wine Country, so wine is one of the things besides British cars we take seriously.

Reg \$24.95 **SALE \$20.95**

- Austin-Healey Logo 230-988
- Jaguar Logo 230-848
- MG Logo 230-968
- Triumph Logo 230-978



BEER GLASS SETS (Set of Four Glasses)

We know that drinking and driving do not mix, but you can't drive ALL the time! Reg \$19.95 **SALE \$16.95**

- Austin-Healey Logo 230-933
- Jaguar Logo 230-934
- MG Logo 230-931
- Triumph Logo 230-932



BAR STOOLS

These stools are so nice we almost feel badly using them in the shop. Reg \$79.95 **SALE \$67.95**

- Austin-Healey Logo 231-810
- Jaguar Logo 231-815
- MG Logo 231-800
- Triumph Logo 231-805



DARTBOARDS & DARTS

A good dart board is a requirement in the life of a British car owner. It may date back to ancient Britons riding chariots and throwing spears, or then again maybe not. The dart sets are very high quality and are sold separately.

Austin-Healey Dartboard	229-665	Reg. \$59.95	SALE \$49.95
MG Car Company Dartboard	229-780	59.95	49.95
Triumph Dartboard	229-785	59.95	49.95

DART SETS

A. Casino, Brass	229-675	\$28.95	\$24.95
B. Apollo, Nickel	229-690	32.95	27.95
C. Excaliber, Tungsten	229-695	54.95	44.95



Holiday SALE



DRIVING GLOVES

You own a classic car. You have to have driving gloves. That's all there is to it. Choose black leather for hard use, or our exclusive classic string back design.

Size	Black	String Back
S	228-700	228-800
M	228-710	228-810
L	228-720	228-820
XL	228-750	228-830
	Reg \$62.95 SALE \$52.95	Reg \$34.95 SALE \$19.95

EMBROIDERED PEAK HATS

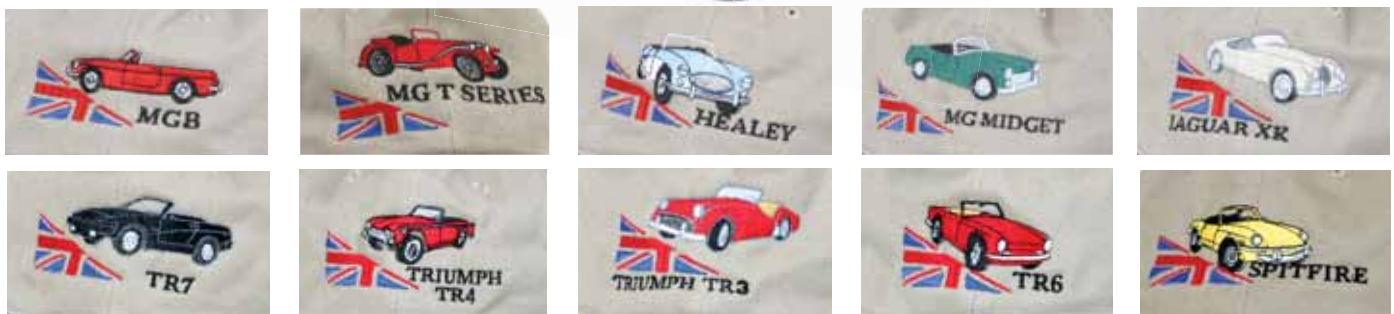
Keep the hair out of your eyes, or perhaps the sun off the top of your head. Heavy weight cotton hat with adjustable head band.

219-832	219-838	219-822	219-828	219-846	Reg. \$21.95	SALE \$17.95
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EMBROIDERED LOGO HATS WITH FLAG

Road tested to stay on even at high speed.
Reg. \$17.95 **SALE \$14.95**

- Sprite/Midget Flag Hat 219-929
- Austin-Healey Flag Hat 219-930
- Jaguar XK Flag Hat 219-932
- MG T Series Flag Hat 219-926
- MGA Flag Hat 219-927
- MGB Flag Hat 219-928
- TR3 Flag Hat 219-921
- TR4 Flag Hat 219-922
- TR6 Flag Hat 219-923



SEATBELT SHOULDER PADS

Protect your shoulder from rubbing and add a bit more color and dash. Covers have velcro closures for easy installation. Reg. \$25.65 **SALE \$21.95**

- MG Red Logo 231-300
- MG White Logo 231-301
- TR Red Logo 231-302
- TR White Logo 231-303



CLOTHING



EMBROIDERED "BARBARIAN" RUGBY SHIRTS

The Genuine article: 12-ounce 100% pre-shrunk cotton, reinforcing patches, rubber buttons, overlocking heavy-duty seams.

M	013-495	013-505	013-500	013-510	Reg. \$84.95
L	013-496	013-506	013-501	013-511	SALE \$68.95
XL	013-497	013-507	013-502	013-512	
XXL	013-498	013-508	013-503	013-513	

EMBROIDERED GOLF SHIRTS

When you want a bit more style than a tee shirt, but still want to show where your loyalties lie. High quality golf shirts with embroidered logo stands out in a crowd.

M	013-520	013-525	013-515	013-530	Reg. \$43.95
L	013-521	013-526	013-516	013-531	SALE \$33.95
XL	013-522	013-527	013-517	013-532	
XXL	013-523	013-528	013-518	013-533	

LETTERMAN JACKETS

Show someone you care. Varsity style jacket with warm black wool body and brown leather sleeves. Be a hit at the next car meet.

	MG	Triumph	
M	013-440	013-435	Reg. \$199.95
L	013-441	013-436	SALE \$169.95
XL	013-442	013-437	



PENDLETON MOTOR ROBE

Pendleton Lap Robe, Red
231-400 Reg. \$89.95 **SALE \$74.95**

MARQUE EARRINGS

Brightly enameled jewelry gives you one more statement of your choice of marque.

Jaguar	219-740	Reg. \$12.95 SALE \$10.95
MG	219-730	
Triumph	219-735	





STEERING WHEELS

BLACK BROOKLANDS STEERING WHEEL ASSY.

Our reproduction of the sprung Brooklands wheel is the perfect finishing touch for early cars.

		Reg.	SALE
MG TC	454-240	\$389.95	\$329.95
MG TD, TF	454-265	379.95	319.95
MGA	453-165	358.95	299.95

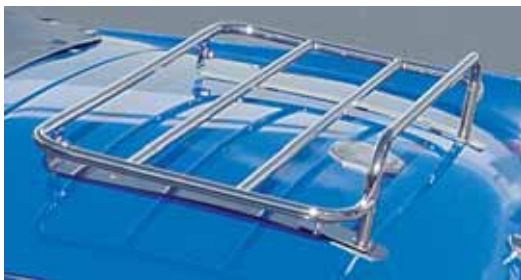
GOLD PEARL BROOKLANDS STEERING WHEEL ASSY.

		Reg.	SALE
MGTC	454-258	\$379.95	\$319.95
MGTD-TF	454-268	379.95	319.95

MGB LIMITED EDITION STEERING WHEEL KITS

The Limited Edition MGB was fitted with a much sought after padded leather steering wheel. We had the wheel reproduced by craftsmen and also had a special hub crafted so it can be fitted to earlier MGs.

		Reg.	SALE
Limited Edition MGB Wheel Kit fits 1977-80	263-748	\$209.95	\$159.95
Limited Edition MGB Wheel Kit fits 1970-76	263-738	199.95	169.95



LUGGAGE RACKS

Our full line of original design and uprated racks is on sale. Buy now and enjoy in the Springtime.

		Reg.	SALE
Austin-Healey 100-6 & 3000	644-730	\$309.95	\$259.95
Bugeye	244-720	334.95	284.95
Midget Mk I and Sprite Mk II on	244-730	320.95	269.95
TC Factory Style High Mount	244-400	447.95	379.95
TD Factory Style High Mount	244-500	447.95	379.95
TF Factory Style High Mount	244-600	457.95	389.95
TD Doretti Style Low Mount	243-705	249.95	199.95
MGA Factory Style	244-700	361.95	309.95
MGB Removable Stainless Steel Rack	244-750	248.95	209.95
MGB Classic Luggage Rack	244-715	422.95	359.95
MGB OE Style Luggage Rack	244-010	249.95	209.95
TR4-TR250 Amco Style	646-090	409.95	349.95
TR6	646-100	406.95	344.95



TOURIST TROPHY STEERING WHEELS

We searched for the best value in quality steering wheels and we are proud to offer this line of wood and leather rim wheels. We honestly believe these wheels are the best there is, and ask you to compare them. In particular the 15" thick solid rim wheel is a thing of beauty, and a joy to hold. Most British cars have at least a 15" rim and this size offers the best steering feel. A 14" wheel will give increased thigh clearance but will tend to create a heavier steering feel.



Style	14"	15"		<p>Please check our catalogs or website for a full listing of mounting hubs which are sold separately</p>
Laminated Wood Rim Wheel with 3 Matte/Drilled Spokes	489-070		<p>Wood Reg. \$219.95 SALE \$169.95</p>	
Laminated Wood Rim Wheel with 3 Matte/Drilled Spokes		489-060		
Laminated Wood Rim Wheel with 3 Matte/Slotted Spokes		489-080		
Thick Solid Wood Rim Wheel with 3 Matte/Drilled Spokes		489-090	<p>Leather Reg \$199.95 SALE \$159.95</p>	
Leather Rim Wheel with 3 Black/Drilled Spokes	489-040	489-010		
Leather Rim Wheel with 3 Black/Slotted Spokes		489-050		
Leather Rim Wheel with 3 Matte/Drilled Spokes	489-030	489-020		



WIND BLOCKERS

Made in the USA, these windblockers mount easily and cut down buffeting at highway speeds.

		Reg.	SALE
Austin-Healey	458-297	\$239.95	\$209.95
MGB Wind Blocker	458-290	214.95	199.95
Bugeye Windblocker	458-296	239.95	199.95
1961-'66 Austin-Healey Sprite/ MG Midget Wind Blocker	458-293	239.95	199.95
1967-'80 MG Midget Wind Blocker	458-291	239.95	199.95
MGA Windblocker	458-294	239.95	199.95
TR6 Windblocker	458-292	239.95	199.95



WINDWING SETS AND SUNVISOR

Classic accessories to make driving more comfortable.

		Reg.	SALE
MGT Series	240-100	\$104.95	\$84.95
MGA	240-200	69.95	59.95
TR2-3B	647-000	78.95	66.95
Austin-Healey	240-150	69.95	59.95
Sunvisor (fits all the above)	240-300	36.95	29.95



Holiday SALE

WIRE WHEELS

There is nothing that shouts "Classic Sports Car" more than wire wheels. Buy in bulk and shipping from the UK in containers allows us to offer these authentic wire wheels at reasonable prices. Take advantage of this sale, because we are not sure when we will be able to offer wheels at these prices again. All chrome wheels have stainless steel spokes and carry a 5 year manufacturers warranty.



AUSTIN-HEALEY

			Reg.	SALE
Wire Wheel, 13 x 4, 60 spokes, Chrome	Sprite	454-685	\$325.95	\$279.95
Wire Wheel, 13 x 4, 60 spokes, Painted	Sprite	454-675	209.95	179.95
Wire Wheel, 15 x 4, 48 spokes, Chrome	100, 3000 thru BJ7	454-615	335.95	284.95
Wire Wheel, 15 x 4, 48 spokes, Painted	100, 3000 thru BJ7	454-610	209.95	179.95
Wire Wheel, 15 x 4.5, 60 spokes, Chrome	BJ7 from 24367, BJ8	454-630	335.95	284.95
Wire Wheel, 15 x 4.5, 60 spokes, Painted	BJ7 from 24367, BJ8	454-620	209.95	179.95
Wire Wheel, 15 x 5, 72 spokes, Chrome	All, heavy duty option	454-660	493.95	419.95
Wire Wheel, 15 x 5, 72 spokes, Painted	All, heavy duty option	454-665	251.95	214.95

JAGUAR

			Reg.	SALE
Wire Wheel, 15 x 5, 72 inner & outer laced spokes, Chrome Ser. I E Type, MKII		854-370	\$330.95	\$320.95
Wire Wheel, 15 x 5.5, 72 triple laced spokes, Chrome Ser. I E Type, MKII		854-380	419.95	354.95
Wire Wheel, 15 x 5.5, 72 triple laced spokes, Painted Ser. I E Type, MKII		854-375	335.95	284.95
Wire Wheel, 15 x 6, 72 triple laced spokes, Chrome Ser. I E Type, MKII		854-390	434.95	399.95
Wire Wheel, 15 x 6.5, 72 center laced spokes, Chrome, Tubeless Ser. I E Type, MKII		854-425	430.95	409.95
Wire Wheel, 15 x 6, 72 triple laced spokes, Painted Ser. I E Type, MKII		854-385	356.95	299.95
Wire Wheel, 15 x 5, 72 inner & outer laced spokes, Chrome Ser. II E Type		854-290	312.95	298.95
Wire Wheel, 15 x 6.5, 72 center laced spokes, Chrome, Tubeless Ser. II E Type		854-415	430.95	409.95
Wire Wheel, 15 x 6, 72 inner & outer laced spokes, Chrome Ser. III E Type		854-300	333.95	294.95

WIRE WHEEL TOOLS



Wood Knockoff Wrenches

Use these tools to remove winged knockoffs without damage. The laminated wooden tool protects the nut from hammer blows and is a great addition to your car tool kit. The 42 mm size fits all British Sports cars except Jaguar and Aston Martin. The 52 mm size fits these larger applications.

Wood Knockoff Wrench, 42 mm	386-165	Reg. \$29.95	SALE \$24.95
Wood Knockoff Wrench, 52 mm	386-175	\$35.95	\$24.95

Original Style Knockoff Wrenches

Supplied as part of the original tool kit, these wrenches are needed to remove the safety style octagonal knockoff nuts used from 1968 onwards.

42 mm Octagonal Knockoff Wrench	386-030	Reg. \$8.95	SALE \$5.95
52 mm Octagonal Knockoff Wrench	C28687	\$79.95	\$67.95

MG

			Reg.	SALE
Wire Wheel, 13 x 4, 60 spokes, Chrome	Midget	454-685	\$325.95	\$279.95
Wire Wheel, 13 x 4, 60 spokes, Painted	Midget	454-675	209.95	179.95
Wire Wheel, 19 x 2.5, 48 spokes, Chrome	MGTC	454-795	682.45	579.95
Wire Wheel, 19 x 2.5, 48 spokes, Painted	MGTC	454-600	524.95	449.95
Wire Wheel, 15 x 4, 48 spokes, Chrome	MGTD, TF	454-615	335.95	284.95
Wire Wheel, 15 x 4, 48 spokes, Painted	MGTD, TF	454-610	209.95	179.95
Wire Wheel, 15 x 4.5, 60 spokes, Chrome	MGTD, TF heavy duty option	454-630	335.95	284.95
Wire Wheel, 15 x 4.5, 60 spokes, Painted	MGTD, TF heavy duty option	454-620	209.95	179.95
Wire Wheel, 15 x 4, 48 spokes, Chrome	MGA	454-615	335.95	284.95
Wire Wheel, 15 x 4, 48 spokes, Painted	MGA	454-610	209.95	179.95
Wire Wheel, 15 x 4.5, 60 spokes, Chrome	MGA heavy duty option	454-630	335.95	284.95
Wire Wheel, 15 x 4.5, 60 spokes, Painted	MGA heavy duty option	454-620	209.95	179.95
Wire Wheel, 14 x 4.5, 60 spokes, Chrome	MGB	454-635	346.95	289.95
Wire Wheel, 14 x 4.5, 60 spokes, Painted	MGB	454-625	209.95	179.95
Wire Wheel, 14 x 5.5, 72 spokes, Chrome	MGB heavy duty option	454-825	388.95	329.95
Wire Wheel, 14 x 5.5, 72 spokes, Painted	MGB heavy duty option	454-815	314.95	267.95
Wire Wheel, 15 x 5, 72 spokes, Chrome	MGB +1, MGC	454-660	493.95	419.95
Wire Wheel, 15 x 5, 72 spokes, Painted	MGB +1, MGC	454-665	251.95	214.95

TRIUMPH

			Reg.	SALE
Wire Wheel, 13 x 4.5, 60 spokes, Chrome	Spitfire	454-835	\$304.95	\$259.95
Wire Wheel, 13 x 4.5, 60 spokes, Painted	Spitfire	454-805	204.95	174.95
Wire Wheel, 15 x 4, 48 spokes, Chrome	TR2-3	454-615	335.95	284.95
Wire Wheel, 15 x 4, 48 spokes, Painted	TR2-3	454-610	209.95	179.95
Wire Wheel, 15 x 4.5, 60 spokes, Chrome	TR4-4A, TR2-3 HD	454-630	335.95	284.95
Wire Wheel, 15 x 4.5, 60 spokes, Painted	TR4-4A, TR2-3 HD	454-620	209.95	179.95
Wire Wheel, 15 x 5.5, 72 spokes, Chrome	TR250-6	454-730	377.95	319.95
Wire Wheel, 15 x 5.5, 72 spokes, Painted	TR250-6	454-720	251.95	209.95
Wire Wheel, 15 x 5.5, 70 center laced spokes, Chrome	TR250-6 heavy duty option	455-485	409.95	349.95

Long Handle Knockoff Wrenches

A clever design allows knockoff nuts to be removed and installed easily without the use of a hammer. If you have ever had a hammer head come loose, you will understand why these are must have tools for the workshop. The 42 mm size fits all British Sports cars except Jaguar and Aston Martin. The 52 mm size fits Jaguar octagonal nuts.



A long handle for leverage and wide faces to reduce rounding make this tool far superior to regular wrenches. Wire Wheel Spoke Wrench
385-800 Reg. \$9.75 **SALE \$7.95**

		Reg.	SALE
42 mm Winged Knockoff Wrench	386-125	\$45.95	\$38.95
42 mm Octagonal Knockoff Wrench	386-120	49.95	42.95
52 mm Octagonal Knockoff Wrench	386-130	59.95	49.95
Fabric Cover for above wrenches	386-115	15.95	13.95

Wire Wheel Brush
386-940 Reg. \$8.95 **SALE \$4.95**



Holiday SALE



PANASPORT WHEELS

Made in Japan to very high standards the Panasport wheel offers the classic sport with a polished rim and steel lug inserts. Check our web pages for tire recommendations. Wider tires may have fender clearance problems.



		Reg.	SALE
13" X 5" Sprite/Midget Panasport Wheel	854-835	\$244.95	\$209.95
13" X 5.5" Spitfire/GT6 Panasport Wheel +20mm offset	854-745	249.95	209.95
14" X 6" TR7/TR8 +1 Panasport Wheel +15mm offset	854-765	279.95	239.95
15" X 6" TR7/TR8 +2 Panasport Wheel +15mm offset	854-815	294.95	249.95
14" X 6" MGB Panasport Wheel +15mm offset	854-705	274.95	229.95
15" X 6" MGB +1/MGA Panasport Wheel +22mm offset	854-715	299.95	249.95
15" X 7" MGB +1/MGA Panasport Wheel +22mm offset	854-725	324.95	289.95
16" X 7" MGB+2/MGA +1 Panasport Wheel +22mm offset	854-735	344.95	299.95
15" X 5.5" TR3-4A Panasport Wheel +6mm offset	854-825	289.95	249.95
15" X 6" TR250-6 Panasport Wheel +6mm offset	854-750	294.95	249.95
16" X 7" TR250-6 Panasport Wheel +0mm offset	854-755	344.95	299.95



Original Style Knockoff Hammers

There were two primary designs of hammer supplied in original tool kits. The 1 lb. Thor brand hammer with cast iron head and copper inserts was supplied until approximately 1964, when it was replaced by the 1 lb. Simmons hammer with zinc head. We offer an original Thor brand hammer which is identical to the original except for casting numbers. Our Simmons hammer is correct down to the manufacturer's sticker.

		Reg.	SALE
1 lb. Thor Copper Knockoff Hammer	386-000	\$32.95	\$27.95
1 lb. Simmons Type Knockoff Hammer	386-020	43.95	37.95

KNOCK OFF SPORT WHEELS

A sporty alternative to wire wheels that recreates the look of the highest performance cars of the 60s.

		Reg.	SALE
13" X 5.5" Knock Off Sport Wheel	453-080	\$329.95	\$289.95
14" X 5.5" Knock Off Sport Wheel	455-360	339.95	289.95
15" X 5.5" Knock Off Sport Wheel	455-385	349.95	299.95



BOLT ON SPORT WHEELS

Made in the UK, these wheels offer great value for money and a classic look. Check our web pages for lugnut recommendations.

		Reg.	SALE
13" X 5" Sprite/Midget Sport Wheel	453-065	\$159.95	\$135.95
13" X 5" Spitfire/TR7/TR8 Sport Wheel	854-720	165.95	139.95
14" X 6" TR7/TR8 Sport Wheel	072-745	224.95	189.95
14" X 5.5" MGB Sport Wheel	455-386	189.95	159.95
15" X 5.5" MGB +1/MGA Sport Wheel	456-045	199.95	169.95
15" X 5.5" TR3-6 Sport Wheel	456-055	199.95	169.95



NEW

MGB LIMITED EDITION WHEELS

These wheels have been re-tooled and are available once again. Supplied with a UK style red centre badge, US specification badges sold separately.

		Reg.	SALE
MGB Limited Edition Wheel	462-750	\$189.95	\$159.95
U.S.-Spec Badge	408-280	\$7.50	\$5.95

Heavy Duty Soft Faced Hammers

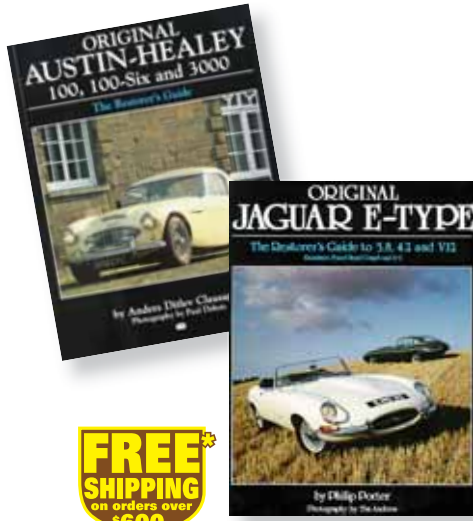
Around the shop there are many uses for soft faced heavy hammers besides knockoff wheels. A heavier hammer also makes wheel work easier and lets you keep the tool kit hammer in good shape. We offer a range of hammers to make light work of tough jobs.

		Reg.	SALE
2 lb. Thor Copper Hammer	386-850	\$46.95	\$39.95
2 lb. Thor Copper/Rawhide Hammer	386-110	34.95	29.95
4 lb. Lead Alloy Hammer with rubber grip	386-180	32.95	27.95



Holiday SALE

BOOKSHELF ORIGINAL SERIES BOOKS



FREE SHIPPING
on orders over \$600

We have been asked what are the most important books to own. So to make matters easy, we have put our choices on sale. If you don't have these in the book case, then you need to get them. Undoubtedly the best resource for assembly and checking production data. These books get used at this company every day.

		Reg.	SALE
Original Sprite & Midget	211-406	\$26.95	\$19.95
Original Austin-Healey	211-395	27.95	23.95
Original Jaguar XK	213-150	26.95	22.95
Original Jaguar E-Type	212-045	37.75	31.95
Original MGA	211-386	26.95	19.95
Original MGB, C, & V8	211-355	39.95	33.95
Original Triumph TR7 & TR8	213-665	35.95	29.95

RESTORATION BOOKS

These restoration books are the ones we recommend as they have the most information in an easy to read format. There are many others, and we believe that you cannot have too much information if you own a British Car, so we tend to buy up everything in print.



		Reg.	SALE
Restoring Sprites & Midgets	213-305	\$47.95	\$38.95
A-H 100/100-6/3000 Restoration Guide	211-585	34.95	29.95
MG T-Series Restoration Guide	211-335	57.95	48.95
MGA Restoration Guide	212-965	34.95	28.95
Restoration Manual MGB	211-365	37.95	32.95
Restoration Manual Spitfire, GT6	211-605	34.95	24.95
How to Restore TR2, TR3 & 3A	213-725	49.95	42.95
How to Restore TR4 & 4A	213-720	34.95	29.95
How to Restore TR5/250 & TR6	212-815	44.95	37.95
Component Restoration Manual	215-875	29.95	24.95

GLOVE BOX SHOP MANUALS

We threw these in at the last minute, because they are just so neat. All the information you need to have in a format small enough to fit in a glove box. That is, if your car has a glove box. Well that leaves the 68-72 MGB owners out.



		Reg.	SALE
Sprite/Midget 1958-80	212-480	\$31.95	\$26.95
MGA, MGB, thru 1968	212-460	27.80	23.95
MGB 1968-80	212-470	29.95	25.95
Triumph Spitfire 1969-80	212-490	27.80	23.95
Triumph TR250/6	212-500	25.65	21.95

HERITAGE MOTOR CENTER CD TITLES

Regular \$29.95 **SALE \$24.95**

There is no such thing as too much information when dealing with a British car. These CD Rom compilations bring the Heritage Library to your computer. Please check out our web pages for complete listings of material.

Austin-Healey 100/4, 100/6	211-620	MGB and MGBGT 1970-'74 (chrome bumper)	211-655
Austin-Healey 3000	211-625	MGB and MGBGT 1974-'80 (rubber bumper)	211-660
Sprite/Midget 1958-'64	211-630	MGC/GT 1967-'69, MGB GT V8, MG RV8	211-665
Sprite/Midget 1964-'74	211-670	Triumph Spitfire (1962-'80)	211-697
Midget 1500 1974-'79	211-675	TR2, 3, 3A	211-680
MG TA, TB, TC, TD, TF	211-640	TR4, 4A, 5, 250	211-685
MGA (incl. Twin Cam)	211-645	TR6	211-690
MGB and MGBGT 1962-'69	211-650	TR7, TR8	211-695
		Special Tuning Data and Parts Manuals	211-635



JAGUAR CD-ROM TITLES

Regular \$29.95 **SALE \$24.95**

Jaguar XK120, 140, 150, 150S 1948-'61 Parts & Service Publications	211-775
Jaguar E-Type Series 1 & 2 1961-'70 Parts & Service Publications	211-705
Jaguar E-Type Series III 1971-'74 Parts & Service Publications	211-770
Jaguar XJ6 & Daimler Sovereign Ser. 1 & 2 1968-'79 Parts & Service Publications	211-710
Jaguar XJ6 & Daimler Sovereign Ser. 3 1979-'87 Parts & Service Publications	211-735
Jaguar XJ12 & Daimler Double-Six Ser. 1 & 2 1972-'79 Parts & Service Publications	211-740
Jaguar XJ12 & Daimler Double-Six Ser. 3 1979-'92 Parts & Service Publications	211-720
Jaguar XJ-S 5.3 Litre 1975-'91 Parts & Service Publications	211-750
1946-'68 Parts & Service Bulletins Vol. 1	211-755



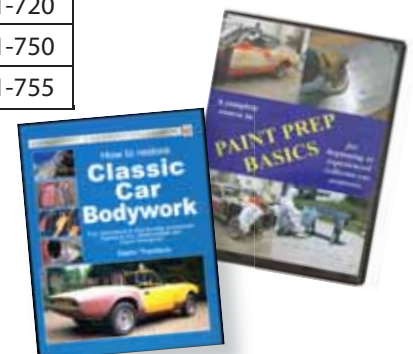
RESTORATION TIPS & TECHNIQUES

These are essential guides to restoring British Sports Cars.

How to Restore Classic Car Bodywork
212-416 Reg \$34.95 **SALE \$29.95**

Repairing & Restoring Classic Car Components
215-875 Reg. \$29.95 **SALE \$24.95**

DVD Set, Paint Prep. Basics
211-105 Reg. \$49.95 **SALE \$35.95**



Holiday SALE

PLAQUES & SIGNS



SIGNS Reg. \$16.95 **SALE \$14.95**

MGT	214-500
MGA	214-505
MGB	214-510
MG Midget	214-515
Austin-Healey	214-520
TR4	214-525
XK	214-530
E-Type	214-535

METAL WALL PLAQUES

Collect the whole set, or choose the car of your dreams. Reproductions of original dealer art are great for den or shop.

		Reg.	SALE
Sprite	214-350	\$20.25	\$12.95
Jaguar E-Type	214-275	20.25	16.95
MGA	214-255	20.25	16.95
MGB	214-215	20.25	16.95
Triumph TR3	214-265	20.25	16.95
Land Rover Ser. I	214-345	20.25	12.95
Mini Minor	214-335	20.25	12.95
Mini Cooper S	214-325	20.25	12.95
Morris Minor	214-315	20.25	12.95
Morgan +4	214-305	20.25	12.95
MG PA	214-285	20.25	12.95

DEALER STYLE SIGNS

Screen printed on metal stock, these signs bring back the days of factory service to your own home shop.



		Reg.	SALE
Austin MG Service (12" x 48")	214-210	\$33.95	\$28.95
Triumph Authorized Service (12" x 48")	214-220	39.95	33.95
BMC Parts (18" x 27")	214-230	56.95	48.95
BMC Dealer (18" x 27")	214-240	56.95	48.95
Austin-Healey Service (6" x 24")	214-310	24.95	20.95
MG Service (12" x 16")	214-320	24.95	20.95
Triumph Service (12" x 16")	214-330	24.95	20.95

PARKING SIGNS

You've probably seen these car shows. Now is a chance to buy one of your own at a special price and come up with creative places to display it.



		Reg.	SALE
MG Parking	215-760	\$24.95	\$20.95
Jaguar Parking	215-790	24.95	20.95
Triumph Parking Wreath Logo	215-770	24.95	20.95
Triumph Parking Book Logo	215-775	24.95	20.95
Austin-Healey Parking Wings Logo	215-780	24.95	20.95
Austin-Healey Parking Round Logo	215-965	24.95	20.95
Austin-Healey Sprite Parking	215-970	24.95	20.95

GRILLE BADGES

We offer a complete range of badges and badge bars to add a bit of flash to your car.



		Reg.	SALE
Great Britain Badge	408-506	\$19.95	\$16.95
England Badge	408-507	19.95	16.95
U.S.A. Badge	408-527	19.95	16.95
U.S.A. Coat of Arms Badge	408-529	19.95	16.95
R.A.C. Club Badge	408-547	19.95	16.95
Austin-Healey Badge	408-457	19.95	16.95
MG Badge	408-487	19.95	16.95
TR Badge	408-587	19.95	16.95
Cloisonne RAC Badge	408-517	47.95	39.95
R.A.C.	408-695	96.25	79.95
St. Christopher Badge	408-435	106.95	89.95
British Automobile Racing Club Brooklands Badge	408-175	64.40	54.95
Lucas	408-705	59.95	49.95



Films of the Fabulous '50s

This is a 4 DVD set of film and stills covering the beginnings of Sports Car Racing in Southern California from the personal collection of Al Moss. This treasure trove of material features early color footage of the races that formed the basis of the West Coast Sports Car phenomenon.

211-050 Reg. \$74.95 **SALE \$65.95**



GRILLE & BADGE BAR HARDWARE

		Reg.	SALE
Badge Plate	408-577	\$6.75	\$4.95
Badge Clip for 3/4" Bar	408-567	5.75	4.95

BADGE BARS

Austin-Healey 100-4	870-125	\$99.95	\$84.95
Austin-Healey 100-6, 3000	870-130	84.95	69.95
Midget Mk I and Sprite Mk II thru 1974	451-085	84.95	69.95
Midget MkI and Sprite Mk II thru 1974 w/driving lamp lugs	451-075	122.95	104.95
MG TC	451-070	94.95	79.95
MG TD, TF	451-060	64.95	49.95
MGA	453-400	113.95	94.95
MGB to 1974	244-115	107.95	91.95
MGB to 1974 w/driving lamp lugs	244-121	147.95	124.95
MGB 1974.5 on chrome finish	244-230	99.95	84.95
MGB 1974.5 on black finish	244-240	92.95	79.95
TR2-TR3	646-200	178.95	149.95
TR3A-TR3B	646-210	99.95	84.95



COFFEE MUGS

AHY	230-425	
MGT	230-405	
MGA	230-410	Reg. \$17.95
MGB	230-415	SALE \$14.95
Midget	230-420	
TR4	230-430	
XK	230-435	
E-Type	230-445	

Holiday SALE

RESTORATION AND MAINTENANCE TOOLS

Special prices on restoration tools, just in time to get your car ready for next season. Please refer to our catalog or website for full descriptions.



Pneumatic Shop Stool



Brake Fluid Tester



Synchronometer



Gunson's Colortune



Oberg Tilt Lift

Ignition Wrench Set



Box End Wrench Set



Infrared Thermometer



Mityvac



Large Pipe Bender

Drive Socket Set



SHOP APRONS

Suitable for shop use, or even the odd barbeque.

MG 217-200
Triumph 217-210

Reg. \$19.75
SALE \$16.95

		Reg.	SALE
Large Pipe Bender	385-895	\$95.95	\$79.95
Small Pipe Bender	385-885	36.95	31.95
Hose Clamp Tool	385-855	47.05	39.95
Mityvac	386-215	49.95	39.95
Air Power Bleeder	386-225	159.95	134.95
Alignment Gauge	387-085	49.95	41.95
On Board Battery Charger	386-245	55.95	45.95
Oberg Tilt Lift	386-730	75.95	63.95
Clickadjust	386-205	84.95	72.95
Thread Restorer File	386-600	40.65	33.95
Pneumatic Shop Stool	336-735	37.95	25.95
Lift a Dot Hand Punch	226-105	78.95	69.95
Brake Fluid Tester	386-845	89.95	75.95
Exhaust Analyzer	386-220	264.95	224.95
Synchronometer Flow Meter	375-321	53.95	44.95
Colortune	386-210	75.95	64.95
SU Jet Centering Tool	386-500	24.95	20.95
SU Carburetor Throttle Shaft Ream	386-385	159.95	134.95
Ignition Wrench Set	385-000	63.95	49.95
Infrared Thermometer	386-265	64.95	53.95
A Series Roll Around Engine Stand	384-925	104.95	89.95
MGA, MGB 1962-'74 Roll Around Engine Stand	384-915	104.95	89.95
MGB 1975-'80 Roll Around Engine Stand	384-920	104.95	89.95
Sprite/Midget King Pin Reamer (disc brake cars only)	386-380	324.95	274.95
MGB King Pin Reamer	386-370	324.95	274.95
Rear Axle Hub Nut Socket MGA, Early MGB	384-905	51.00	42.95
Engine Lift Bracket	386-740	53.95	44.95
MGT Radiator Cap Wrench	386-260	21.95	17.95
Whitworth 4 Piece Box End Wrench Set	384-418	109.95	89.95
Whitworth 4 Piece Open End Wrench Set	383-608	84.95	69.95
Whitworth 7 Piece Combination Wrench Set	383-108	169.95	139.95
Whitworth 11 Piece Combination Wrench Set	383-208	389.95	329.95
Whitworth 7 Piece 3/8" Drive Socket Set	381-608	102.95	84.95
Whitworth 5 Piece 1/2" Drive Socket Set	382-308	86.95	73.95
Whitworth 9 Piece 1/2" Drive Socket Set	382-318	169.95	139.95

IGNITION

PERTRONIX IGNITOR ELECTRONIC IGNITION KITS

Pertronix ignitor kits fit under the distributor cap and leave the engine compartment with an original look. Extremely reliable and easy to install, we recommend these kits as a simple upgrade.



Reg. **SALE**

MGA, TR2 (Lucas Model DM2 Distributor)	Negative Ground	222-605	\$109.95	\$94.95
MGA, TR2 (Lucas Model DM2 Distributor)	Positive Ground	222-615	123.95	104.95
Austin Healey 100-4 (Lucas Model DM4)	Negative Ground	222-566	109.95	93.95
Austin Healey 100-4 (Lucas Model DM4)	Positive Ground	222-567	123.95	104.95
Austin Healey 100-6, 3000 (Lucas Model DM6)	Negative Ground	222-571	109.95	94.95
Austin Healey 100-6, 3000 (Lucas Model DM6)	Positive Ground	222-570	123.95	99.95
Austin Healey 3000, MGC (Lucas Model 23, 25D6)	Negative Ground	222-415	102.95	87.95
Austin Healey 3000, MGC (Lucas Model 23, 25D6)	Positive Ground	222-560	108.95	89.95
T-Series with Symetric or high lift distributor Cam*	Negative Ground	222-573	123.95	99.95
T-Series with Symetric or high lift distributor Cam*	Positive Ground	222-572	132.95	114.95
T-Series with Asymetric distributor Cam*	Negative Ground	222-562	123.95	99.95
T-Series with Asymetric distributor Cam*	Positive Ground	222-561	132.95	114.95
TR3-4A, MGB, Sprite/Midget thru 1974 (Lucas Model 23, 24, 25D4)	Negative Ground	222-405	102.95	87.95
TR3-4A, MGB, Sprite/Midget thru 1974 (Lucas Model 23, 24, 25D4)	Positive Ground	222-555	108.95	89.95
TR250-6, Jaguar 6 cyl. 1964-74 (Lucas Model 22D6)	Negative Ground	222-395	102.95	87.95
TR250-6, Jaguar 6 cyl. 1964-74 (Lucas Model 22D6)	Positive Ground	222-565	131.95	109.95
MGB 1975, Moss 143-110 Distributor (Lucas Model 45D4)		222-435	102.95	87.95
MGB 1976-78, Midget, Spitfire and some TR7 (Lucas Model 45DE4)		222-425	108.95	89.95
MGB 1979-80, Midget, Spitfire with remote amp (Lucas Model 45DM4)		222-475	108.95	92.95
Jaguar 1979-87 6 cyl. with remote amp (Lucas Model 45DM6)		222-525	128.95	109.95

MALLORY UNILITE ELECTRONIC DISTRIBUTOR

For serious high speed use, these Mallory units can handle much higher coil voltages and engine speeds without breaking down. Drive gears are not included and must be installed.

4 cyl. applications except Spitfire and TR7 143-155 Reg. \$564.95 **SALE \$564.95**
 6 cyl. applications except TR250-6 543-045 579.95 **494.95**

MALLORY DUAL POINT DISTRIBUTOR

4 cyl. applications except Spitfire and TR7 143-180 Reg. \$269.95 **SALE \$229.95**
 6 cyl. applications except TR250-6 543-040 314.95 **267.95**

FLAME THROWER PERFORMANCE DISTRIBUTOR

A modern electronic ignition unit already installed in a brand new distributor body. Just swap out your worn out distributor and drop the new one in, the drive dog is already installed. The advance curve is designed to give good performance with standard camshafts and fuel. Fits MGA, MGB and Midget that have carburetors with ported vacuum fittings.

Negative Ground 4 cyl. 143-116 Reg. \$209.95 **SALE \$179.95**
 Positive Ground 4 cyl. 143-125 212.95 **185.95**



***Please check web pages for how to identify your distributor.**



NEW



HEADLAMP SETS

See and be seen with our range of Headlamps and Driving Lamps.

		Reg.	SALE
Wipac 7" Halogen Headlamp Set	162-725	\$106.95	\$89.95
Lucas P700 Style Tripod Headlamp Set	156-878	189.95	139.95
Lucas PL700 Style Tripod Headlamp Set	156-898	269.95	199.95
Crystal Clear Headlight (sold individually)	156-875	29.95	24.95

LUCAS 500 STYLE LAMPS

Exacting reproductions of the popular Lucas driving lamp of the 50s and 60s.

Stem Mount Fog Lamp	162-800	\$99.95	\$84.95
Back Mount Fog Lamp	162-770	141.95	109.95
Stem Mount Driving Lamp	162-700	99.95	79.95
Back Mount Driving Lamp	162-760	141.95	109.95
Lamp Cover for 500 Series Lamps	162-705	39.95	31.95

CLASSIC HALOGEN LAMPS

For those on a budget, these lamps will brighten your nights without putting too much of a dent in your wallet.

Classic Halogen Driving Lamp	162-835	\$36.95	\$30.95
Classic Halogen Fog Lamp	162-836	36.95	30.95

MIRRORS

Early cars were not fitted with mirrors by the factory. We offer a line of mirrors that were commonly dealer installed.

Lucas Style 2 Screw Mount

Can be mounted on either door or fender.
223-310 Reg. \$24.95 **SALE \$20.95**

Lucas Style Single Bolt Mount R/H Flat Lens

These mirrors are normally fender mounted. A good combination is a flat LH and convex RH.
165-400 Reg. \$14.95 **SALE \$11.95**

Lucas Style Single Bolt Mount L/H Flat Lens

165-500 Reg. \$14.95 **SALE \$11.95**

Lucas Style Single Bolt Mount R/H Convex Lens

165-210 Reg. \$14.95 **SALE \$11.95**

Lucas Style Single Bolt Mount L/H Convex Lens

165-300 Reg. \$14.95 **SALE \$11.95**



Bullet Mirror

High quality reproduction of a typical sport mirror of the 60s. Supplied with extra long base to cover existing screw holes. 3.5" diameter mirror.

222-372 Reg. \$39.95 **SALE \$33.95**

Large Bullet Mirror

Reproduction of the mirror originally fitted to the TR6. The mirror head is 4.25" in diameter.

222-390 Reg. \$87.95 **SALE \$74.95**

Raydyot Racing Mirror

222-355 Reg. \$64.95 **SALE \$54.95**

MGTC Mirror Head

407-347 Reg. \$109.95 **SALE \$93.95**

RH MGTC Bracket

407-400 Reg. \$79.95 **SALE \$55.95**

LH MGTC Bracket

407-500 Reg. \$96.25 **SALE \$78.95**

Bracket kit for MGTD-F

407-488 Reg. \$32.95 **SALE \$27.95**

FLOOR MATS



Rubber

Reproductions of the highly useful dealer installed mat sets. The design keeps mud, slush and even brake fluid off the carpet where it can be easily cleaned up. If you ever drive your car in inclement weather, these are the mats for you.

Embroidered

For the perfect blend of protection, good looks and comfort. These Moss exclusive designs brighten up the car with embroidered logos. Black.

	Rubber	Embroidered
A-H Sprite/Midget 1958-'64	241-870	
MG Midget 1965-'79	241-860	
Austin-Healey BN4-BJ8	021-430	
Jaguar E-Type 6 cyl.	646-780	
Jaguar E-Type 2+2 & 12 cyl.	646-790	
MGA	241-810	240-410
MGB 1962-'67	241-840	240-420
Triumph TR2-6	646-750	
Triumph TR7	646-760	
Austin-Healey Sprite		240-470
MG Midget 1961-'74		240-480
MG Midget 1975-'79		
Austin-Healey BJ7, BJ8 1962-'68		240-490
MG TC		240-465
MG TD, TF		240-450
MGB 1968-'80, MGC		240-430
Triumph TR2-6		240-440

Rubber
Reg. \$29.95
SALE \$24.95

Embroidered
Reg. \$99.95
SALE \$79.95



GRIPPER FENDER COVER

Super grippy surface clings to bodywork and protects it.
990-991 Reg. \$29.95 **SALE \$19.95**



FENDER COVERS

Since these covers are not handed, I would suggest that a pair of them would be a great gift for any hard working mechanic. These are a great way to protect paint work. Sold each. Buy two, they

pack small. Reg. \$26.95 **SALE \$21.95**
 Austin-Healey 241-735
 Jaguar 241-755
 MG Safety Fast 241-725
 Triumph 241-745

Holiday SALE

CLOTH TOPS AND TONNEAU COVERS

If you have been thinking about moving up to a cloth top, now is the time to do it. We have slashed the prices on all of our Sun-Fast and Stayfast tops so can upgrade this winter in time for spring driving.



TR2-4A SUN-FAST

		Reg.	SALE
TR2-3 to TS22013 Top, Black	640-021	\$689.95	\$589.95
TR2-3 to TS22013 Top, Tan	640-022	689.95	589.95
TR3 from TRS22014 Top, Black	640-041	688.95	584.95
TR3 from TRS22014 Top, Tan	640-042	688.95	584.95
TR4 Top, Black	640-061	688.95	584.95
TR4 Top, Tan	640-062	688.95	584.95
TR4A Top, Black	640-081	642.95	546.95
TR4A Top, Tan	640-082	642.95	546.95
TR2-3 to TS41742 Tonneau Cover, Black	644-001	678.95	579.95
TR2-3 to TS41742 Tonneau Cover, Tan	644-002	678.95	579.95
TR3 from TRS41743 Tonneau Cover, Black	644-021	609.95	518.95
TR3 from TRS41743 Tonneau Cover, Tan	644-022	609.95	518.95
TR4 Tonneau Cover, Black	644-041	591.95	499.95
TR4 Tonneau Cover, Tan	644-042	591.95	499.95
TR4A Tonneau Cover, Black	644-061	596.95	499.95
TR4A Tonneau Cover, Tan	644-062	596.95	499.95

TR250-6 SUN-FAST

		Reg.	SALE
TR250-6 Top with Zip Out Rear Window, Black	640-160	\$629.95	\$534.95
TR250-6 Top with Zip Out Rear Window, Tan	640-170	629.95	534.95
TR250 Tonneau Cover, Black	644-081	596.95	499.95
TR250 Tonneau Cover, Tan	644-082	596.95	499.95
TR6 (with headrest pockets) Tonneau Cover, Black	644-101	634.95	539.95
TR6 (with headrest pockets) Tonneau Cover, Black	644-102	634.95	539.95
TR6 (with folding headrest) Tonneau Cover, Black	644-121	563.95	479.95
TR6 (with folding headrest) Tonneau Cover, Tan	644-122	563.95	479.95

SPRITE/MIDGET SUN-FAST

		Reg.	SALE
Bugeye with w/shield studs Top, Black	242-181	\$659.95	\$549.95
Bugeye with w/shield studs Top, Tan	242-182	659.95	549.95
Bugeye with w/shield rod Top, Black	242-186	659.95	549.95
Bugeye with w/shield rod Top, Tan	242-187	659.95	549.95
1962 on (with Side Curtains) Top, Black	242-191	646.95	539.95
1962 on (with Side Curtains) Top, Tan	242-192	646.95	539.95
1964-'66 (winding window) Top, Black	242-196	613.95	519.95
1964-'66 (winding window) Top, Tan	242-197	613.95	519.95
1967-'69 (8 studs) Top, Black	242-176	614.95	519.95
1967-'69 (8 studs) Top, Tan	242-177	614.95	519.95
1969 on (6 studs) Top, Black	242-201	613.95	519.95
1969 on (6 studs) Top, Tan	242-202	613.95	519.95
Bugeye Tonneau Cover, Black	241-271	579.95	489.95
Bugeye Tonneau Cover, Tan	241-272	579.95	489.95
1962 on (with Side Curtains) Tonneau Cover, Black	241-281	609.95	509.95

SPRITE/MIDGET SUN-FAST (cont.)

		Reg.	SALE
1962 on (with Side Curtains) Tonneau Cover, Tan	241-282	\$609.95	\$509.95
1967 on (no h/rests) Tonneau Cover, Black	241-291	589.95	499.95
1967 on (no h/rests) Tonneau Cover, Tan	241-292	589.95	499.95
1967 on (with h/rests) Tonneau Cover, Black	241-301	656.95	539.95



SPITFIRE SUN-FAST

		Reg.	SALE
1971-'80 Top, Black	644-660	\$614.95	\$519.95
1971-'80 Top, Tan	644-665	614.95	519.95

TR7, TR8 SUN-FAST

		Reg.	SALE
Top with Zip Out Rear Window, Black	072-487	\$741.95	\$629.95
Top with Zip Out Rear Window, Tan	072-488	741.95	629.95
Tonneau Cover, Black	072-485	679.95	599.95
Tonneau Cover, Tan	072-486	679.95	599.95



JAGUAR SUN-FAST

		Reg.	SALE
XK120-140 Roadster Top, Black (uses original rear window)	011-462	\$757.95	\$644.95
XK120-140 Roadster Top, Tan (uses original rear window)	011-463	757.95	644.95
XK120-140 Roadster Top, Black (includes welded plastic rear window)	011-385	696.95	589.95
XK120-140 Roadster Top, Tan (includes welded plastic rear window)	011-387	696.95	589.95
XK120 DHC Top, Black (uses original rear window)	011-467	589.95	499.95
XK120 DHC Top, Tan (uses original rear window)	011-468	589.95	499.95
XK120 DHC Replacement, XK140 Original Top, Black	011-395	646.95	549.95
XK120 DHC Replacement, XK140 Original Top, Tan	011-397	646.95	549.95
XK150 Roadster Top, Black	011-405	667.95	567.95
XK150 Roadster Top, Tan	011-407	667.95	567.95
XK150 DHC Top, Black	011-415	667.95	567.95
XK150 DHC Top, Tan	011-417	667.95	567.95
XK120 Roadster Tonneau Cover, Black	011-355	657.95	559.95
XK120 Roadster Tonneau Cover, Tan	011-356	657.95	559.95
XK140 Roadster Tonneau Cover, Black	011-365	657.95	559.95
XK140 Roadster Tonneau Cover, Tan	011-366	657.95	559.95
XK150 Roadster Tonneau Cover, Black	011-375	669.95	559.95
XK150 Roadster Tonneau Cover, Tan	011-376	669.95	559.95

JAGUAR SUN-FAST

		Reg.	SALE
E-Type 1961-'71 with fixed rear window Top, Black	011-471	\$567.95	\$479.95
E-Type 1961-'71 with fixed rear window Top, Tan	011-472	567.95	479.95
E-Type 1961-'71 with Zip Out rear window Top, Black	011-476	647.95	549.95
E-Type 1961-'71 with Zip Out rear window Top, Tan	011-477	647.95	549.95
E-Type V12 1971-'74 with fixed rear window Top, Black	011-481	599.95	509.95
E-Type V12 1971-'74 with fixed rear window Top, Tan	011-482	599.95	509.95
E-Type V12 1971-'74 with Zip Out rear window Top, Black	011-486	654.95	556.95
E-Type V12 1971-'74 with Zip Out rear window Top, Tan	011-487	654.95	556.95

HolidaySALE

CAR COVERS

Unfortunately we have to stop driving some time. Keeping the "old beaut" covered is the best way to prevent damage from sun and dirt. Our line of car covers are designed to fit each car correctly and give a choice of material. Check our catalogs or website for full details of each material, but our recommendations are based on many years of experience.

MOSOM PLUS

This material holds up very well under UV and outdoor use. It dries quickly and does not hold dirt. For outdoor use it offers the best balance between protection and price.

STORMPROOF EMBROIDERED

This material offers the ultimate in protection and the fast drying and compact packed size make it the best for travel use. Be aware that it does not hold up well to cat claws. I told you we had years of experience.



COCKPIT COVERS

A Moss Motors exclusive, we created these covers because sometimes it's just not worth putting the top up when parked. For those times you can still get protection from birds, leaves and wandering hands.

Reg. \$44.95 **SALE \$37.95**

Sprite/Midget	237-815
MGA	237-810
MGB	237-900
Triumph TR2-3B	237-805
Triumph TR4-6	237-800



	Mosom Plus	Stormproof	
Austin-Healey Sprite	237-460	237-465	
MG Midget -74	237-460	237-465	
MG Midget 1500	237-470	237-475	
Austin-Healey 2 seater	237-410	237-415	
Austin-Healey 4 seater	237-450	237-455	
Jaguar XK120-150	237-490		Mosom Plus Reg. \$129.95 SALE \$109.95
E-Type 6 cyl. OTS & FHC 1961-71	237-550		
E-Type 6 cyl. 2+2 1965-71	237-555		
E-Type 12 cyl. OTS 1971-74	237-560		
E-Type 12 cyl. 2+2 1971-73	237-570		
XJ6 Sedans, I, II 1968-80	237-575		
XJ6 Sedans 1981-87	237-580		
XJS Coupe 1975-96	237-585		
MG TC-TF	237-400		Stormproof Embroidered Reg. \$219.95 SALE \$184.95
MGA	237-410	237-415	
MGB 62-74	237-420	237-425	
MGB 75-80	237-430	237-435	
MGB GT	238-440	237-445	
Triumph Spitfire 71-80	237-510		
Triumph TR2-3B	237-410	237-415	
Triumph TR4-6 -73	237-420	237-425	
Triumph TR6 74-76	237-480	237-485	
Triumph TR7-8 Roadster	237-520		
Triumph TR7-8 Coupe	237-505		



MG NYLON CAR COVER

This cover packs into an attached pouch that features an MG patch. Useful for covering the car when on the road, the packed cover can be used as a pillow. Small, fits MGT.

236-016 Reg. \$69.95 **SALE \$55.95**

MGB BILLET DEAD PEDAL

Put your left foot where it belongs! For comfort and ease of moving your foot to your clutch pedal, this attractive and functional dead pedal can't be beat. Locates where you want it, and comes with illustrated installation instructions.
 MGB Billet Dead Pedal 190-795 Reg. \$69.95 **SALE \$59.95**

TRIUMPH TR2-6 BILLET PEDAL COVERS

These covers are grooved for traction and feature the bold Triumph logo. A Moss Motors exclusive, drilling is required as these custom fit covers are bolted to the original pedals to ensure they stay put no matter how hard you drive.
 Triumph Billet Pedal Covers 190-798 Reg. \$64.95 **SALE \$54.95**

TR7/TR8 KYB STRUTS & SHOCKS

Firm up your ride with KYB struts and shocks.
 KYB Front Gas Strut 071-390 Reg. \$75.95
 KYB Rear Gas Shock 071-395 65.95

NEW

SALE \$62.95
53.95

STAINLESS STEEL DOOR THRESHOLD PLATES

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NEXT PROJECT

The Mighty Sprite

BY KELVIN DODD

Global Sourcing Engineer Moss Motors

SPORTS CAR PROFILE

1958-'60

AUSTIN-HEALEY Sprite

BY DAVID LaCHANCE

PHOTOGRAPHY BY ROY D. QUERY



WHO NEEDS CREATURE COMFORTS WHEN YOU'VE GOT THIS MUCH CHARACTER?

Over here, it's called the Bugeye. Over there, it's the Frogeye. Whichever term of endearment you use, the original Austin-Healey Sprite that greeted the world in the spring of 1958 quickly established itself as one of the most colorful and engaging little sports cars ever to tempt the budget-conscious enthusiast.

Those memorable headlamps are, in fact, directly related to the no-frills approach taken with the Sprite. Originally, the headlamps were to be retractable, with pods that rotated when the headlamps were switched off. However, it was decided that the mechanism required would be too expensive for what was to be a low-cost sports car, so the headlamp pods were left perched on the hood, exposed, in order to meet America's headlamp height requirements.

The Sprite was the handiwork of Donald Healey, whose design for the Austin-Healey 100 had been such a tremendous hit in 1952. Healey was brilliant at seeing the possibility for wrapping a warmed-over engine from a high-production sedan in a minimalist, two-seat body to create a sports car, as he had when he created the 100. He hit on the idea of following the same formula to produce an affordable, smaller Austin-Healey that could take advantage of the growing interest in sports cars in both Britain and the United States.

The joining together of Austin and the Nuffield Group in 1952 to form the British Motor Corporation created a huge source of components, and Donald Healey filled his shopping basket with pieces well suited to the new sports car. He plucked the 948cc BMC A-series engine from the popu-

lar and proven Austin A35 sedan, tweaked with special valve springs, special exhaust valves, modified main bearings and dual 1.125-inch SU carburetors to produce 43hp. The gearbox and front suspension, which employed coil springs and a lower A-arm and a lever-action shock absorber functioning as the upper suspension, were also borrowed from the A35. The rack-and-pinion steering came from the Morris Minor 1000, which also provided the rear axle and the seven-inch, hydraulically operated drum brakes. The rear suspension was unique to the Sprite, with quarter-elliptic leaf springs and torque links, but nearly everything else was an exercise in parts-bin engineering, from the A35 front bumper to the MGA taillamps.

By putting up with its stark interior, difficult-to-erect top, side curtains and a trunk that could be accessed only from inside the car, the Austin-Healey Sprite buyer could find himself behind the wheel of a true sports car for just \$1,795, or about \$250 more than the price of a Volkswagen Beetle. Its low curb weight of 1,460 pounds made the most of the engine's limited output, and the nimble handling made the cars huge fun to drive. In the U.S., they were a pint-sized terror on the race track, dominating the SCCA's H production class. A trio of modified Sprites entered by the factory at Sebring in March 1959 finished 1-2-3 in their class.

Nearly 50,000 Sprites were sold before the arrival of the more conventionally styled Mark II (and its BMC twin, the MG Midget) in 1961. Endearing, easily identifiable and sure to bring a smile to drivers and onlookers alike, the Sprite stands as an example of all that was right with British sports cars in the late 1950s. ☺



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As seen in June 2007
Hemmings Motor News.

When you think "cute little sports car" the Bugeye Sprite just immediately springs to mind. The car just exudes cute from the smiling face to the raspy note of the exhaust. After that first impression of just how cute the car looks, there is a lot more waiting for you behind the wheel. The term "roller-skate," is used a lot to describe the handling of the Bugeye. Add to that a pretty decent power to weight ratio even with the original 948cc engine and you have a recipe for lots of fun.

But that's just the start. In typical BMC fashion, the later model Sprites and MG Midget's got bigger motors and more features as comfort and safety became selling points. The good news is that most of the performance bits such as the 1275cc motor, stronger ribcase gearbox and disc brakes can be easily retrofitted into the trusty Bugeye. Add some well developed performance bits and your cute lil car becomes a snarling monster.

The ultimate performance option is the Moss Supercharger kit which takes a 1275cc powered Bugeye to a whole n'other level of performance. **BM**



FallFest

Dover, NJ, September 8, 2007

BY GILES KENYON

Photography by the author

Well, we really lucked out with a beautiful September day at our Annual Fallfest show at our East Coast Facility in Dover N.J. Organized by three of the major local car clubs and sponsored by Moss Motors, it was a real change from some weather we've experienced in recent years with some fairly wet Saturdays, which makes for a less than enticing day for getting your British sportscar out of the garage. Incidentally I wonder how many of you reading this have attended every one of our Fall spectaculars?

Cars began arriving early on Saturday morning and by lunchtime the Moss parking lot was pretty full with a wide variety of little British cars. As expected there was a good turnout of classic MGs, Triumphs, Healeys, and Jaguars. We had well

over a hundred cars through the gate, complemented by a selection of British motorcycles who are always welcome. Plenty of raffle and door prizes were awarded to happy recipients and our thanks, as always, go to the local Boy Scouts Troop who again set up their shop and supplied us with great lunchtime food and refreshments.

We also appreciate the hard work put in by the local car club guys, Allen Rosenberg, Jon Rubel and Larry Gersten, and the members and their friends of the Eastern New York MGA Club, New Jersey Triumph Association and the Austin Healey Sports & Touring Club. As the accompanying photos show these sportscar owners have pride in their rides and it was encouraging to see a number of noticeably younger people in attendance. We hope they all enjoyed their experience and

FallFest Car Show Results:

Bugeye	Michael & Loree Adams
Sprite MK II III IV	Anne Marinos
100-6/Early 3000	Rich Ippolitti
Rollup window 3000	Pat Venezia Jr
MG-T Series	Jim Mink
MG A	Mickey Walka
MG B/C/GT Chrome Bumper	Peter Bonasia
MG B Rubber Bumper	Caroline Barnowski
Midget Chrome Bumper	Alex Grant
MG Midget Rubber bumper	Ken Wittle
TR 2-3	Gerry Traxler
TR 4 5 250	Bill Thomas
TR 6 Early	Larry Chalfin
TR 6 Late	Gary Panarotto
TR 7 8	Marge & Bill Smith
Spitfire/GT 6	John Ferreira
E Type	Frank Nemzer
Other Jaguar	Burt & Mary Hunter
Sunbeam	David Reina
TVR	Adolf Battifarano
Mini	Charlie Phillips
Morgan	Les Newman
British Motorcycle	Richard Riedel
Other British	Steve Agins
BEST OF SHOW	Bert & Mary Hunter
	1951 Jaguar MK V



will become regular participants at future British car meets.

Rich & Val did some brisk sales work out of the warehouse, answering questions and assisting the many counter customers who wanted to take full advantage of the Moss 15% retail discount offered during the show hours.

We look forward to seeing you all again at both of the 2008 shows we are planning, namely Britfest in May at Horseshoe Lake, and then once again, at Fallfest next September, hoping the weather gods smile upon us once again!

Finally, a full list of the car show awards is given above. **BM**



Palo Alto All British Car Show

El Camino Park, September 9, 2007

BY MIKE CHAPUT

Photography by John Quilter

If there was ever a place destined to host a British Car Show, it's the college town of Palo Alto, California home of Stanford, birth place of Hewlett-Packard and most importantly the location of the Palo Alto British Car Show for the last 30 years.

ing it's easy to imagine yourself somewhere in Europe piloting a Vespa to the local boulangerie for fresh croissants and a pack of Gitanes. Snapping out of my European mind travels I spotted a Triumph Herald and followed it to El Camino Park, the longtime site of the Palo Alto Show. The park looked like a British car farm with a (chrome) bumper crop of classic sports cars sprouting out of the green fields. MGs, Jaguars, Triumphs, and Healeys were basking on the grass, each with their own show area.

With 425 cars attending the show and 65 British cars participating in the pre-show tour from the park to picturesque Half Moon Bay it's clear that this show is a huge success.

To me, the most interesting show group was the "english garden" of other British cars includ-

ing Aston Martin, Mini, Morris, Lotus, TVR and Land Rover to name a few. The Palo Alto show pulls in a very diverse crowd of cars from all over the Bay Area.

While I was handing out copies of the latest British Motoring at the impromptu Moss Motors "booth" I talked with many British car fans. Most were regulars who have attended the Palo Alto show many times. I also met quite a few newbies to the show, just like me.

While there was some sadness in the air since this is the last show at El Camino Park, show organizer Rick Feibusch told me that plans are in motion to secure another location for this popular event in 2008. Moss Motors has been a long time supporter of this event and we look forward to continuing our relationship with the Palo Alto show. **BM**



Driving the tree-lined streets of Palo Alto early Sunday morn-

Congratulations to all of the 2007 Palo Alto British Meet Winners

Best Morris Minor	Charlie Newman - 1967 green saloon	Best Triumph	Rick Feldner - 1980 TR8 roadster
Best Aston Martin	Chuck & Sue Cortsen - DB4 coupe	Best MG	Barry Swackhamer - prewar J2 roadster
Best Rolls/Bentley	Barbara & Austin Kilburn - '38 4.5 Litre saloon	Best Rover/LandRover	Luke Mirimad (and dad) miniature electric
Best Ford	Pete Snyders - Anglia 105E saloon	Best Lotus	Mike Summers - Lotus 23 racer
Best Jensen	Andy Hewitt - Interceptor coupe	Best Sunbeam/Rootes	John Gloyn - 1962 Alpine
Best Classic Mini	John Hammilton - 1967 Cooper S Mkl	Best Morgan	Carl Schwartz - 1959 roadster
Best New Mini	Peter Ziedrich - 2003 Cooper S	Best Modified	Bill Czerwinski - 1933 Ford Y Type saloon
Best Jag	Joe Prang - XK150S roadster	Best Arcane	Kevin Pullman - 1968 Citroen Ami 8 Wagon
Best Austin Healey	Bill Meade - 100-4 roadster	Best Commercial	Eric Alexander - 1959 Morris Minor Pickup
Best Spridget	Brian B - Bugeye roadster		

Colorado Conclave

"Ride the Rockies" Event



Arvada, CO, September 15-16 2007

BY JONATHAN LANE

Photography by the author

A few years ago, I attended the Woodley Park British Car show in Los Angeles with my friend Jeffrey, he in his TR4 and me in my Austin Healey. As we pulled out of the park to head back up the coast, I realized that the fun was just starting. We had a hundred miles of road ahead of us in a car with no roof making wonderful music through a rusty exhaust. It was the driving that I really enjoyed; the show was nothing more than an excuse to drive.

I was thinking about that weekend recently as I visited the Colorado English Motoring Conclave in my hometown of Denver Colorado for their annual "Ride the Rockies" tour. The Conclave is a British car show that started almost 25 years ago that became a huge success with people coming from all over the country to participate.

Their only complaint seemed to be that there wasn't really anything for them to do on Saturday. The answer was "Ride the Rockies," a 100 mile jaunt through the Colorado mountains just in time to see the aspen leaves start to change color.

The tour started in Arvada, just north of Denver and headed west to Golden, home of the Coors brewery and its famous rocky mountain spring water. The drive up Lookout, originally known as Lariat trail is a favorite road for cyclists and sports

cars alike. It's steep, with 56 magnificent curves rising 2000 feet into the mountains in a mere 4.6 miles. The Denver Sports Car Club held hill-climbs up the mountain in the mid '50s; a time of questionable safety equipment and little common sense.

While stopped on a backroad in Genesee, a Toyota Camry pulled to a stop behind us and a very excited woman launched herself out of the car followed by her equally energized family. "That's an Austin Healey!" she exclaimed "We've been chasing you for the past 3 miles." She and her husband had owned a big Healey for many years, but had sold it because of mechanical difficulties.

After leaving our fan club, things started coming apart. A short distance up the road we saw my friend Kingsley rolling down the hill the wrong direction in a silent MGA. We found his battery ground wire melted after shorting out on the chassis. A surgical splice fixed the problem and we headed up the hill where other friends were waiting with an overheated TD and a Midget that was reluctant to start. A quick "we're fine!" and we kept going, confident in the knowledge that we wouldn't have problems. This, of course, caused the smoke that was now billowing from under the hood. It seems that a rogue wire had managed to short itself on the

metal vacuum advance pipe, melting the tube which was now partially on fire, glowing red and burning my fingers. Kingsley showed up to assist, trimming the wire and wrapping it safely in electrical tape, we decided it would be best to stick together.

We proceeded to Idaho Springs and up Squaw Pass to Echo Lake. This is the halfway point for the ascent up Mount Evans, which at 14,130 feet is the highest paved road in America. While we only got as high as 10,600 feet, it was enough to make the cars difficult to start so I'm quite glad we stopped there.

From Echo Lake we continued over Squaw pass, dropping down into Bergen Park, Evergreen and Morrison; home to the famous Red Rocks amphitheater.

The tour was a wonderful excuse to get out and exercise the car and enjoy the road. It reminds me that while our cars are beautiful, magnificent works of somewhat faulty engineering, at one time they were just transportation; a daily driver that someone drove to work or raced up Lariat trail or took his sweetheart to the top of the world to enjoy the view. It's nice to not worry about the occasional paint chip or dirt in the tire treads; just take them out and let them enjoy the open road. I like to think they enjoy it as much as we do. **BM**

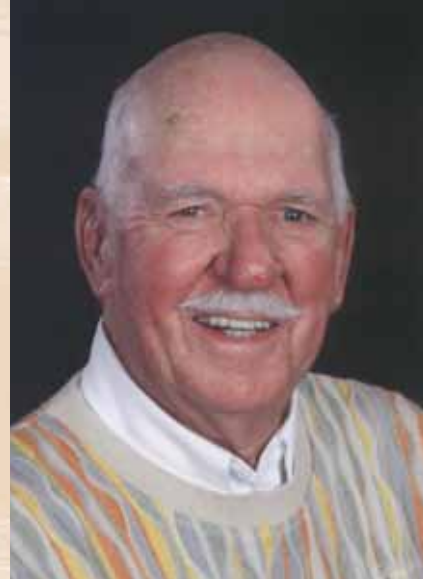


HERO



Robert "Kas" Kastner

Founder of the Triumph USA
Competition Department



BY ROB
MULLNER

Photography courtesy
of Kas Kastner

In the second installment of our Hero feature we are spotlighting someone whose name is spoken in revered tones by Triumph racers and enthusiasts, Kas Kastner. If you have ever thumbed through a copy of the Competition Preparation Manual for TR-250/TR6, lusted after tubular pushrods or deeply pondered the differences between S2 and S4 camshafts you already know something about the man and his work. He single-handedly launched Triumphs' very successful Competition Department and literally wrote the book on tuning Triumphs for higher performance. After reading his updated and expanded Triumph Preparation Handbook I asked Kas questions about racing, restomodding and related topics. It should come as no surprise that his answers were sharp and insightful.

Q. Considering the different types of racing you have been involved in (vintage sports cars / IMSA GTP's with Nissan Motorsports /sail boats) which is your favorite and why?

A. I really have three favorites. The GTP (Gran Turismo Prototype) was "it" for motor racing. It was so close with serious competitors, Geoff Brabham was one of the Nissan drivers and the cars were so fast, they demanded supremely talented drivers like Geoff. In particular I loved the management of the team and developing and implementing the race strategy. Racing sail boats was very similar, but in a different vein. It took a cool head to develop a plan and you had to use everything available besides the boat. The elements and how the waves and wind worked and changed meant the boat had to be constantly tuned every minute to achieve maximum performance. Truly a thinking mans' game since your mistakes might not show up for 30 minutes so you'd better know what you are doing. Loved it. And Vintage racing, since it's about the cars that I used to drive and tune and work with, hands-on. Because it was so hands-on I remember a great deal about the tuning etc. and this makes it even better. In some cases I still have special tools I used.

Q. What are your thoughts on the state of vintage racing? If you could implement one change that would apply to the various vintage rulebooks what would it be?

A. Vintage racing needs a ruling group to solidify the regulations throughout the country. SCCA really dropped the ball in this as they were the obvious people to run Vintage racing, but as usual they were out having lunch when the deal happened. Now, there are countless organizations, all of which have a different rule book, and it makes it very difficult for the poor competitor. In most classes or clubs about the only thing that is Vintage is the body shape. That's being pretty hard on a lot of people that are working hard to make it all work, but that is how it appears to me. I'm not necessarily correct in my view, but Vintage in most cases it is not. But what is Vintage? Only what you decide as a group is a reasonable way to race these neat old cars. Then too, why do you need or want to run cars without a supply of the proper parts, outmoded junk and costly after market replacements? I suppose you need to

call this type of racing something, and Vintage will just need to serve. This racing is giving a lot of folks a lot of fun with wonderful cars and you can run as hard as you think you need.

Q. What is your favorite racetrack and why?

A. I always loved Riverside. I did much testing and racing there and I ran the Drivers School for 3 years. I turned hundreds and hundreds of laps at Riverside. Road America and Watkins Glen are up there too. They are all fast tracks with reasonable pit areas, nice geographically and were a good test of the car, and of course I appreciate their history.

Q. What is your favorite TR modification and why?

A. I really loved the overdrive transmissions and used them in all my cars except the Spitfires and the GT-6. I spent an incredible amount of time testing camshafts on the engine dyno. The cam is the heart of the engine in my mind. Some of the grinds I developed are still running in top cars today. My blueprint for modifications began with an idea that I thought might benefit lap times. I would then make a part or system to further this idea and go try it at the track. If it worked I would study the regulations to see how I could justify the modification. To meet the rulebook I might have to reduce the effectiveness of the modification, I'd do that then test again. If I could retain 50% of the advantage versus the original parts, I'd go ahead and race it. And if it did not retain that much advantage there was no point proceeding and having headaches and arguments. I always had the tracks cut up into several segments. Every place we went through out my life in all those different cars. I still have the little spiral notebooks I used in the GTP days. I have 108 of those little books right now out in the garage from tracks all over the country and even LeMans. I took splits forever. That way not only do you know where you are fast, but more importantly you learn where you are SLOW. It allows you to center your thinking and attention. Even now, when I go to the track for a Vintage event, I have my two watches and set up splits so I know who is fast and where

Q. Which Triumph model was your favorite to develop and race?

A. I loved my TR-3 but the TR-4 was easier to work with, faster and is still the backbone of most Triumph racing. Great car. The Spitfire has probably brought more people to racing over the years than any other model. Neat looking, easy to work on (loved to sit on the tire as I adjusted the valves), kind of cheap to run, lots of pieces available.

Q. If you were to resume a racing career which racing series would you most enjoy? NASCAR, ALMS, F1, America's Cup; and what role would you most like to play? R&D/Development, Team Strategist, Team Manager?

A. F1 racing is what I watch and follow closely so it would need to be that. All of the strategy required with pit stops would be of particular interest. I love it when things CHANGE. Weather or tires or other conditions where you need to make snap decisions on the spur of the moment. I am not a Ron Dennis (Mercedes McLaren team principal) type, his team is winning, but he does make it tough on himself by not designating a number one driver. I enjoy being part of the R&D program to sort through and listen to the fresh and new ideas and how to deal with them; in particular how to interpret those ideas with respect to the regulations. I figured you always had to have a point of argument for every mod that might be close to the edge of the rules. Worked too. I have done some pretty funny stuff along the way. Sorry, even now, no words out of school. **BM**



I loved my TR-3 but the TR-4 was easier to work with, faster and is still the backbone of most Triumph racing. Great car

To learn more about Kas and his proven methods for making your Triumph faster and more powerful, read his books, all available from Moss Motors, and visit Kas' website at kaskastner.com.



EDITORS CHOICE

MGB GT

BY CRAIG FITZGERALD

Editor, Hemmings Sports & Exotic Car



I'm not sure what it is about the MGB GT that gets me flipping through Hemmings trying to find a clean example. Sports cars are roadsters, right? I mean, what's the point if the top won't go down? But ever since I was a kid, every time I see an MGB GT my mind rolls the same film starring me, headed to the Alps with a spotlight on the roof, a leggy brunette by my

side, the hatch filled with a week-end's worth of laundry and a bottle of good wine.

Leaving aside for a moment the vast aftermarket available for these cars, now that I'm a parent of a three-year-old, the lure of an MGB GT is even greater. What looks like an afterthought at first glance is actually a perfectly sized back seat for a limber child, even with the behemoth car seat the State Police mandate you put the kid in. I've been searching around a bit online, and with a proper three-point seat belt in place, a lot of small families have enjoyed spirited drives in the countryside with a GT.

Sure you have to sacrifice the top. Or do you? A lot of these cars were sold originally with Webasto cloth top conversions, meaning that you can reap the benefits of a car that will swallow not only a kid and some luggage, but you can also let the sun shine in. Just wear a hat if you happen to have my hairline.

The sky's the limit in terms of performance, too. Cheapskates like me love the thrifty four-cylinders. The MGC GT got a lot of grief

because it didn't handle as well as the B, but trust me: drive one first before you make a decision. With an overdrive, you could easily drive an MGC GT across the country in comfort. And the MGB GT V8, while the priciest of all the GTs, may be what the GT should've been all along: A wheel-smoking barn-burner that'll put 356s, Alfa Romeos and even a few early 911s in their place.

The GT's perfect blend of sport and utilitarianism has inspired modern car choices for me, too. Daily drivers like the BMW 318ti draw a perfectly straight line to the MGB GT, and the one we used to own even featured a California top that took its cues directly from the Webasto roof.

Oddly enough, when the MGB GT was first introduced in 1965, BMC saw fit to charge a premium for it. These days, the MGB GT is the stepsister of the much more popular roadster, and you can find one for 10 percent less than the soft-top. To me, it's a baby Jaguar E-type, and it's the best of all possible worlds for the sports car fan with a family. **BM**



Editors Note:

As the Editor of Hemmings Sports and Exotic Car, Craig appreciates cars from all over the World and his non-automotive interests run the gamut from motorcycles to surf guitar. The Sports and Exotic Car team is in the middle of an MGB restoration project. To learn more about Craig take a look at www.hemmings.com



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Wheel, Moss #489-070, Page 31*

*2. Stormproof Car Cover,
Moss #237-425, Page 46*

*3. Set of Wire Wheels,
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