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ENDS 9-1-23



The Summer Adventure Sale is on! You choose your own adventure—with savings in every category, and the more you buy, the better your savings are! We've also got some great road-trip destinations in store for you, all inside!

SAVE ON EVERYTHING YOU NEED*

10% OFF

Orders Over \$249

15% OFF

Orders Over \$999



ENDS 9-1-23



GEAR UP FOR THE FUN ROAD AHEAD

The Summer Adventure Sale is back—right on time for the plans and projects that are inspiring visions of road trips ahead. This sale makes it easy to shop and save. Minus a couple specialty items, everything we sell is instantly discounted either 10% or 15% once your order reaches \$249 or \$999, respectively.

The following pages highlight some of the products we carry, but our recently improved website is the best tool for tracking down the parts you're looking for and maybe a few items you didn't know you had to have just for fun.

Life with British cars is a trip! It's an adventure you can share with a passenger and with an entire community of enthusiasts, too. Moss Motors has enjoyed the ride for 75 amazing years, and we're so excited to join you on the road, or in the garage, for many years to come!

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**Some terms and conditions apply. See back page for details.*



ROAD TRIP READY: Dog is my Co-pilot

By Steve Huneck

In the years that I have owned my 1963 BJ7, belonged to the Austin Healey club, attended British car events and met other enthusiasts, I have realized that there are many different reasons why we own and enjoy these cars. For me, I just find the car a blast to drive. I do try to keep it looking good, and I have more than just a credit card in my tool box, but flying down the road, hanging on for dear life while bugs are bouncing off my forehead, is my idea of time well spent.

My car is a true everyday driver, as once the slush and salt have washed off the roads, and until the November skies darken with the threat of snow, I use the car to commute to my office in downtown Toronto and run errands on the weekend. But anytime I manage to escape traffic and really open her up; within the roar of the engine and tires I hear the chant: "Road Trip, Road Trip, Road Trip!"

I have had the opportunity to visit nine of the ten provinces in Canada, with Prince Edward Island being the only exception. Prince Edward Island is about 1000 miles from Toronto, and from reading the club magazine every month I know that there are a lot, well some anyway, of Healeys out there crossing the whole continent all the time. I floated the idea by some of my friends and learned to appreciate the way Columbus must have felt, with fears of sailing off the edge of the earth and sea monsters replaced with descriptions of

engines blowing up and the rest of the car parts flying off. This seemed to be a good time to consult a professional, so I spoke with my mechanic and he just said, "Does it break down a lot? If not, why not go?" Now although I do not consider myself to be a belt and suspenders kind of guy, maybe a test run before the great adventure would be in order. I have a friend who lives about



three hours away, whose father used to race British sports cars and whose brother is a mechanic. Okay, so maybe I am a belt and suspenders kind of guy, but I was confident that if I made it out there I would be okay.

I put together my travel kit: shop manual, various sockets and open end wrenches, screw drivers, pliers, multi-meter, CAA card and credit card. I then strapped Lacey, my co-pilot and navigator, a standard poodle, into the passenger seat. As an aside, if you ever feel that people are just not noticing

you enough, make a big poodle your passenger. With her nose over the top of the windshield and her ears flying, I am just going to assume the people in the other cars were laughing with me and not at me. Lacey loved riding in the car. I had more than one person yell, "nice girlfriend" as we drove by, which gave me the opportunity to yell back, "Thanks, but she's a bitch." I never got tired of it, but I think I found it funnier than everyone else.

The car ran great down and back, so after cleaning the saliva, the co-pilot's not mine, out of the cockpit, I was ready to head out to the east coast. Unfortunately, I was not sure if my co-pilot/navigator was up to ten days on the road so I dropped her off at a kennel on the way out of town.

I decided to take the freeway for the first hour, just to get beyond Toronto's suburbs and bedroom communities, before taking the smaller roads. It was a cool morning, which I find is when my Healey runs at its best. These cars really like to stretch their legs, and at 3200 rpm in overdrive I am sure I can feel her smile. It was a little cool for me, and as an Austin Healey at 70 mph is not a wise place to be pulling a sweater over your head, I pulled into the next rest stop. I guess we are all used to strangers coming up and talking to us about our cars, but I don't believe there was one rest stop on this trip where someone did not come up to tell me about their own Healey experiences or ask me about my car.

I turned off the Trans-Canada Highway and joined the Loyalist Parkway, a beautiful two lane road that runs through Prince Edward County (no relation to the island, just a popular guy), along the shore of Lake Ontario to Kingston, which is near the head waters of the Saint Lawrence river and the Thousand Islands. I managed to hit rush hour in Kingston, but as a daily commuter to Toronto, I have always felt that if you are going to be sitting in traffic, you might as well be sitting in a convertible. As I was waiting for traffic to move, and enjoying the day, I noticed in my rear view mirror that a guy several cars behind me had leapt out of his truck, left the door open, and was running toward me. As Kingston is a university town, and it was frosh week, I started to worry that I might be dealing with a pledge, who as part of a fraternity initiation, was running up to moon me. Fortunately, it turned out be a fellow enthusiast who wanted to know if I was joining the upcoming weekend's convoy to the British Car Days just west of Toronto. I explained that I was headed the other way, and asked him what type of car he had. He explained he was still looking for his first car, but felt he was closing in. He returned to his truck, but we managed to yell at each other a few more times before the traffic broke up. From Kingston I took the Thousand Islands Parkway, another beautiful road that runs along the Saint Lawrence, to Cornwall, Ontario where I crossed into New York State.

Although we use the metric system in Canada, my car's speedometer is in miles per hour. It was so nice to see speed limit and mileage signs that I didn't have to convert. Although I suppose it is a good

way to keep the mind sharp, it was nice not to have to look at the speed limit, multiply that number by the distance between the king's nose and his forefinger, add two tablespoons and divide by a quart to figure out that I was speeding.

The planned route was to take country roads through New York, Vermont and New Hampshire skirting just south of the Canadian border and then cut across Maine to New Brunswick. This is truly a beautiful part of the country as the windy road passes through farmland, meadow, forest, across Lake Champlain and through the Green

"It's Bud the spud from the bright red mud, goin' down the highway smiling."

and White mountains. At first when I would get stuck behind another car that had the audacity to travel less than the speed limit I would get a little annoyed. And then I realized that this was an opportunity to enjoy the scenery, both sights and smells. I am sure that anyone who has driven a convertible through farm country is as much an expert at recognizing the various types of manure as I. So, at one point, as I was back into full out country road driving, I noticed out of the corner of my eye, what appeared to be an old gas station on the other side of the road. The next instant I saw a sign, on my side of the road, which said 'Bienvenue au Canada.' I then realized that I was about to cross back into Canada in Quebec, so I stopped. Now

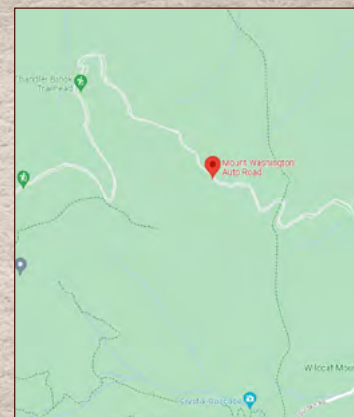
I was sitting in No Man's Land between the Canada and United States borders. I also realized that the longer I sat there pondering my position the greater the chances of an international incident, or at the least, an unpleasant encounter with rubber gloves. I knew turning around was not an option and saw that the Canadian border guard was waving me forward. Fortunately, she found my story credible and allowed me to turn around and head back to the United States. The American border guard, who saw me roar by minutes earlier, was also very helpful and told me where I had missed my turn in the last town. So after showing my passport and opening the trunk for a quick inspection, I was back on my way. As this was a beautiful late summer day and I was travelling through a beautiful part of the country, I decide to forgive myself for a momentary lapse in navigation and in the future pay closer attention to the signs. In regard to road signs, the two that get a Healey drivers heart racing, albeit for opposite reasons, are: the wavy arrow = good, and 'bump ahead' = yikes. The problem I have with 'bump' and its international symbol, little mountain range on yellow background, is it is too vague, and when one is driving a car with four inches of clearance one needs details. I discovered a useful high speed bump measuring technique that I would like to pass along. Once the bump comes into view, look on the other side for tire marks. It seems that if the bump is large, semi-trailers will leave skid marks when the trailer bounces over it. So if I saw skid marks I would really slow down, if not, I would just take my foot off the gas, make sure my

**ARE YOU
ROAD
TRIP
READY?**

CHECK OUT...

MOUNT WASHINGTON AUTO ROAD NEW HAMPSHIRE

The 7.6-mile road was completed and opened to the public in 1861, and is home to the oldest auto race in the United States—the Mount Washington Hillclimb Auto Race, which began in 1904. The road climbs 4,618 feet from a starting altitude of 1,527 feet with an average gradient of 11.6%.



tongue was not between my teeth, grimace slightly and then, after crossing the bump, look in the rearview mirror for undercarriage components. This worked pretty well, but I have to admit my rear license plate did get a little bent while perfecting the technique.

After crossing back into Canada in New Brunswick, I spent a couple of days visiting with old friends in Fredericton before the leg to Prince Edward Island.

I decided to take the Confederation Bridge over the Northumberland Strait. The bridge is almost thirteen kilometers, for metric imperial conversion see previous page, so I was looking forward to the view. Unfortunately, from the seat of my Healey, I was not able to see over the guard rail.

One of the unusual features of Prince Edward Island, or P.E.I., is the red soil, which makes a stunning contrast to green fields of this primarily agricultural province. About one third of Canada's potatoes are grown here. The tragedy of this is there is a song by Canadian country/western singer, Stompin' Tom Connors, entitled *Bud the Spud*, and the only lyrics I know are, "It's Bud the spud from the bright red mud, goin' down the highway smiling." As soon as I saw the red soil this song got stuck in my head, and without a radio, I was not able to shake it until days later when I was in Quebec.

On the way back I decided to head up to Quebec and follow the south shore of the Saint Lawrence River to Quebec City and then on to Montreal. The road passes through numerous villages and

with the church spires rising above all of the other buildings they reminded me of the countryside in France. At this point my fifty weight oil supply, which is hard to find in most gas stations, was running dangerously low, and I had wished I had stocked up in one of the larger towns. But as luck would have it, while filling up in a small village, I looked over and saw a half a dozen, very dusty, liters in the display rack. I took them in to attendant who kindly wiped them all off while I said in my limited



French, "English car." Well, I think that's what came out, but we both laughed, so whatever I said I guess it was funny.

The weather was great and I did not have the top up until the last day of the trip. On the final day the rain was coming down, and in, pretty good. I was able to put towels in most of the leaking spots, or sit in a way to generally avoid the drips. However there was water coming in from the driver's side vent window that I was not able to avoid. This was a steady drip on my thigh that by the time the rain stopped had wicked down my pants to my sock and soaked my foot.

As I was only a few hundred miles from home, I decided to press on and felt any discomfort could be cured by a hot cup of coffee, so I pulled off into a rest stop.

As I mentioned earlier, every time I would stop someone came up to me to talk about the car. This time, however, it was a little different. By the time I came out of the restaurant with my coffee, a tour bus had pulled into the parking lot and three or four guys were standing around my car taking pictures. They were on a cross

Canada trip and, yes, they were Japanese. Through hand gestures they asked me if it was okay to take pictures, and I gestured back, "Of course." Soon the group had grown to include more guys and their spouses. Then through more hand gestures one guy asked if he could sit in the car while his wife took his picture. Soon a line formed as people took turns having their picture taken pretending to drive my car. Frankly,

it makes me quite proud to think that there are people in Japan showing pictures to their friends and telling them about their trip across Canada in an Austin Healey.

I am not sure if it had do to with my ritual of patting the dash and saying 'good girl' every morning, but the car ran great, and other than tightening up a loose side mirror, I did not need any of my tools. So if your car is reliable around town, I recommend you follow the advice of my mechanic, and take it on a road trip.



CHECK OUT...

TAIL OF THE DRAGON

US 129—NORTH CAROLINA, TENNESSEE

Deals Gap is an internationally famous destination for sports car enthusiasts, as it is along a stretch of two-lane road known since 1981 as "The Tail of the Dragon." The 11-mile stretch of Tennessee blacktop is said to have 318 curves. Some of the sharpest curves have names like Gravity Cavity, Beginner's End, and Brake or Bust Bend.





TOURIST TROPHY®

Shown mounted on steering wheel hub, available separately.



STEERING WHEELS BY TOURIST TROPHY

Customize your car's interior with these timeless steering wheels from Tourist Trophy. Designed to complement your British classic, these steering wheels are handcrafted to the highest standards.

The three-spoked frames are constructed out of high-strength aluminum for lightweight durability and feature either a matte or black finish.



SOLID WOOD WHEELS

Durably elegant, the highly finished smooth surface of wood steering wheels resists wear and tear while making the interior of any car look rich. The beautifully handcrafted premium-quality wood means no two are alike.

LAMINATED WOOD WHEELS

Sturdy, durable, yet equally stunning, laminated wood steering wheels are protected from the elements and the immediate environment in a handsome, almost nautical design that lends some luxury to your ride.

LEATHER WHEELS

The lavish comfort of leather steering wheels is the epitome of luxury. The textured surface is strong and durable, yet soft and supple to the touch, providing excellent comfort and grip.

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| ♦ Austin Healey | ♦ TR2-4A | ♦ Jaguar E-Type |
| ♦ MG TC-TF | ♦ TR250/6 | ♦ Jaguar XK120-150 |
| ♦ MGA | ♦ Spitfire | ♦ Jaguar Early Sedan |
| ♦ MGB/C | ♦ TR7/8 | |
| ♦ Sprite/Midget | ♦ Classic Mini | |

CHOOSE YOUR SIZE

14"	15"
<ul style="list-style-type: none"> • More Thigh Room • Tighter Response 	<ul style="list-style-type: none"> • Easier Steering • Greater Control



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ROAD TRIP READY: Generators

A Pint Size Project by Mike McPhail

Dragons live forever, but not so little boys, or should that be: distributors live forever but not so generators?

Your pre-1968 LBC almost certainly has a Lucas generator, and it has probably been through the ringer...two or three times! This is a fairly simple device that can be nursed along almost indefinitely, so get hold of yourself and resist that overpowering temptation to replace it with an alternator.

The secret to a long generator life is regular maintenance. The brushes, bearing and bushing should be inspected and lubricated annually, which will require some disassembly. That little "oil here" orifice is not going to cut it. The brushes are a snap to change, but the bearing is more difficult and the bushing nearly impossible...well at least for the typical shade tree mechanic.

If you are having trouble already, here are some simple tests. If the battery is not charging, disconnect the wires from the generator, and then measure the resistance from the small terminal to ground, which should be about six ohms. If that's okay, measure between the two terminals, which should be about seven ohms. If that's okay, connect the two terminals together with a short piece of wire. With the engine running at 1200 RPM, measure the voltage from either of the joined terminals

to ground. A reading of about 20 volts, depending on engine speed, indicates the generator is working properly. Some common problems are worn brushes, broken brush springs, loose ground rivet, shorted coils and worn bearings or bushings. A generator with a shorted field coil will almost always take the voltage regulator with it, requiring repairs to both units.

I have been disappointed with the work of local generator shops; they are few and far between and typically do only just enough to get the thing working.

"After all, this a DIY column, so lets take the damn thing apart!"

New generators are available for most of the four cylinder cars...cheap, too!

After all, this a DIY column, so lets take the damn thing apart! Start by removing the pulley nut with an impact wrench, then pop off the pulley. Well, actually if it doesn't come off easily by hand, use a puller, as it is incredibly easy to chip a pulley. Don't hammer on the end of the shaft either, as it made of something akin to silly putty. Pry the woodruff key out of the armature shaft (better have a new key handy). Next

remove the two long skinny bolts that hold the front and back plate together. The rear plate should come off first. The front plate holds the bearing and will come out of the case with the armature attached. A usable bearing will go like crazy when you hold the plate in a vise and spin the armature like a top (if you played with a top...you're old).

Even a brand new bearing will have some play...better to check it with the generator assembled. To replace, drill out the three rivets that hold the bearing retainer plate to the front plate. The bearing should fit snugly in the front plate and on the armature. If the new bearing does not, Lock-tite products are available to hold them. Of course, there is always JB Weld! Note the position of the spacers on either side of the bearing. New bearings are sealed units and can actually be reassembled without the retainer, as long as the spacers are in place.

The rear plate holds the brushes and the bushing. Inspect the brushes and the brush springs for wear, tear, and ease of movement. If you are in there already, you might as well replace the brushes, taking care to route the wires out of harm's way on reassembly. Once in place, push each brush up in their holders and pull the spring back until the end of the coil spring catches the brush and holds it in position to clear the commutator on reassembly.

The bushing can, with a little luck, be removed with a tap. I don't mean hit it...a tap is a tool for making threads. If it will not pull out, drill out the silly oil hole and drive the tap (along with the bushing) out with a small punch. I sometimes thread the now enlarged hole and screw in a grease fitting at this point. The new sintered bronze bushing should be soaked in oil overnight, and gently pressed into place with an appropriately sized bolt, as it is more fragile than it looks.

There is a paragraph or two in the manual about refurbishing the commutator, but shining it up with some fine Emory cloth will generally suffice. Check for loose segments and broken or skinned wires. There is so little resistance in the armature windings that it is impossible to detect a shorted coil, but you can check for shorts to the armature shaft. A fiber washer or two should be in place on the shaft at the commutator end. These can be used to control end play on reassembly.

The case has two field coils and the insulated terminal for them is riveted to the case with the rivet providing the ground connection. The coils are wrapped in cloth, which will appear to predate most Egyptian mummies. If you are really into this, the screws retaining the field coils can be removed with an impact screw driver bit (hand tool) inserted into an impact wrench (air tool). Nothing else will budge them. You can drill out the aforementioned rivet and remove the coils, which can be re-wrapped with friction tape. No, I'm not kidding!

Hopefully, you have been cleaning, detailing and painting as you go. Put the front plate

and armature assembly (you did put it back together, right?) in the vise (easy, now) and carefully set the newly refurbished case onto it so that the alignment notch in the bottom of the case sits on the little stud on the rim of the plate. If the stud has gone missing, replace it with a small screw. Check the wires between the field coils to make sure that they don't touch anything. There should have been some thin cardboard insulators that would hold the wires away from the case and prevent the long bolts from touching the wires. You can fabricate some new ones or just use some 1/4" heat shrink tubing to insulate the bolts. Lower the bolts and rear plate into place, carefully watching that nothing is getting pinched. With the plate fully in place, fish around with the bolts until you find the bolt holes in the front plate. Push the brushes into place with a small screwdriver through the openings in the rear plate (most models), making sure the spring ends rest on top of the brushes. Now, tighten the bolts, and then turn the generator around, rear plate down in the vise. Place the woodruff key (lost it, didn't you), the fan, pulley, lock washer and nut on the armature shaft.

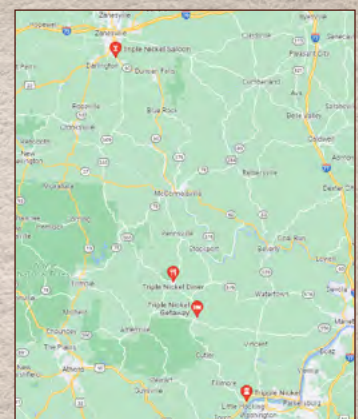
Tighten the nut and...you're done, buddy!

The refurbished generator should turn easily with no end play and the new brushes will probably make a clicking noise until seated. Of course, it should pass the generator tests with flying colors, although I have noticed that occasionally a generator must spin for a few minutes before the brushes make good enough contact for reliable operation.



CHECK OUT... **THE TRIPLE NICKEL** **STATE ROUTE 555—OHIO**

Enjoy a thrilling ride through some of the most beautiful farm-land and forests that Ohio has to offer. It's an amazing road that climbs and descends and weaves back and forth as it crosses the various rivers and streams along the way. Be alert because some curves are not visible until you crest the hilltops.





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- ♦ Jaguar E-Type
- ♦ Jaguar XK120-150
- ♦ Jaguar Early Sedan

DYNATORS BY WOSP

Don't let an antiquated charging system prevent regular enjoyment of your Jaguar.

These WOSP Dynators are the best of both worlds—a Denso alternator is housed in a generator/dynamo body for an original appearance combined with modern performance and reliability. Available in positive or negative ground, these units are internally regulated, so the sometimes-troublesome original voltage regulator is bypassed. No wiring changes are required, and the installation is completely reversible. WOSP Dynators feature lightweight alloy construction and can handle increased electrical loads from electric fans or accessory lighting. Drive your vintage Jaguar with confidence—install a WOSP Dynator!



140-380



HIGH TORQUE STARTERS BY WOSP

Manufactured in the UK, these gear reduction starters are powerful, lightweight, and built for performance. Offering increased torque, especially useful on high compression engines, these brand new, application-specific starters are based on the Denso conventional design and are direct replacements built to the highest standards to withstand the rigors of all forms of motorsport.



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| ♦ MG TC-TF | ♦ TR250/6 | ♦ Jaguar XK120-150 |
| ♦ MGA | ♦ Spitfire | ♦ Jaguar Early Sedan |
| ♦ MGB | ♦ GT6 | ♦ Jaguar XJS |
| ♦ Sprite/Midget | ♦ TR7 | |



37-4000WSP



TOURIST TROPHY®



STAINLESS STEEL EXHAUSTS BY TOURIST TROPHY

They are the best looking exhausts on the market. But even if they weren't, they would still be the best you could buy. Judged purely by build quality and the oh-so-important "true British sports car

sound," Tourist Trophy exhausts are in a class of its own. The durable stainless steel with a highly polished finish (no, it's not chrome) will stay beautiful and solid.

TOURIST TROPHY EXHAUSTS FEATURE:

- ✓ Stainless Steel construction used for the muffler shell, pipes and tips
- ✓ Muffler packing is a combination of stainless steel wool and fiberglass for a classic sports car sound that is throaty under acceleration but never intrusive while cruising
- ✓ Entire system is completely polished to a mirror shine
- ✓ Uses all the original hangers and supports
- ✓ Covered by a 5-year warranty



PERFECT FOR YOUR:

- ◆ Austin Healey
- ◆ MG TC-TF
- ◆ MGA
- ◆ MGB
- ◆ TR2-4A
- ◆ TR250/6
- ◆ Jaguar E-Type



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HOSES & HOSE SETS BY COBALT



STAINLESS STEEL BRAIDED CLUTCH HOSES

For those seeking performance and durability, braided stainless steel clutch hoses by Cobalt are a quick and easy solution that offers a noticeable improvement. Because the nylon hose encased in stainless steel won't expand, pedal feel is more direct and consistent.. These Cobalt hoses are also a great buy.



RUBBER BRAKE HOSES

All brake hoses aren't equal. These hoses are a product of many R&D hours devoted to improving quality, safety and performance of these critical brake components. The rubber brake hoses by Cobalt go the extra yard by welding the metal joint end connections for strength and reliability. Other hoses simply press-fit their connections. We stand behind the Cobalt difference.



STAINLESS STEEL BRAKE HOSES

Stainless steel brake hoses provide a more direct and consistent brake feel. They won't expand like some replacement-quality rubber hoses can. Order this complete set of long-lasting braided steel hoses for your next brake job. DOT approved.

PERFECT FOR YOUR:

- | | | |
|-----------------|-----------------|-----------------|
| ◆ Austin Healey | ◆ Sprite/Midget | ◆ GT6 |
| ◆ MG TC-TF | ◆ TR2-4A | ◆ TR7/8 |
| ◆ MGA | ◆ TR250/6 | ◆ Classic Mini |
| ◆ MGB | ◆ Spitfire | ◆ Jaguar E-Type |



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IGNITION WIRE SETS BY COBALT

These Ignition Wire Sets are made precisely for your British classic and carry a Lifetime Warranty against defective materials or workmanship!



COMPACT SILICONE PLUG BOOTS
provide extra clearance

LOCKING TERMINALS
stay connected under high vibration

8MM SILICONE JACKET
resists high temperatures, fuels and oils

EPDM LAYER
provides more electrical insulation than silicone-over-silicone

CONDUCTIVE POLYMER COATING
protects the conductor and provides terminal contact

STAINLESS STEEL CONDUCTOR
for maximum conductivity

ARAMID FIBERS
provide superior tensile strength

SPIRAL MAGNETIC CORE
suppresses RFI/EMI interference

FIBERGLASS BRAID
provides superior tensile strength

PERFECT FOR YOUR:

- ◆ Austin Healey
- ◆ MGA
- ◆ MGB/C
- ◆ Sprite/Midget
- ◆ TR2-4A
- ◆ TR250/6
- ◆ Spitfire
- ◆ GT6



009-131

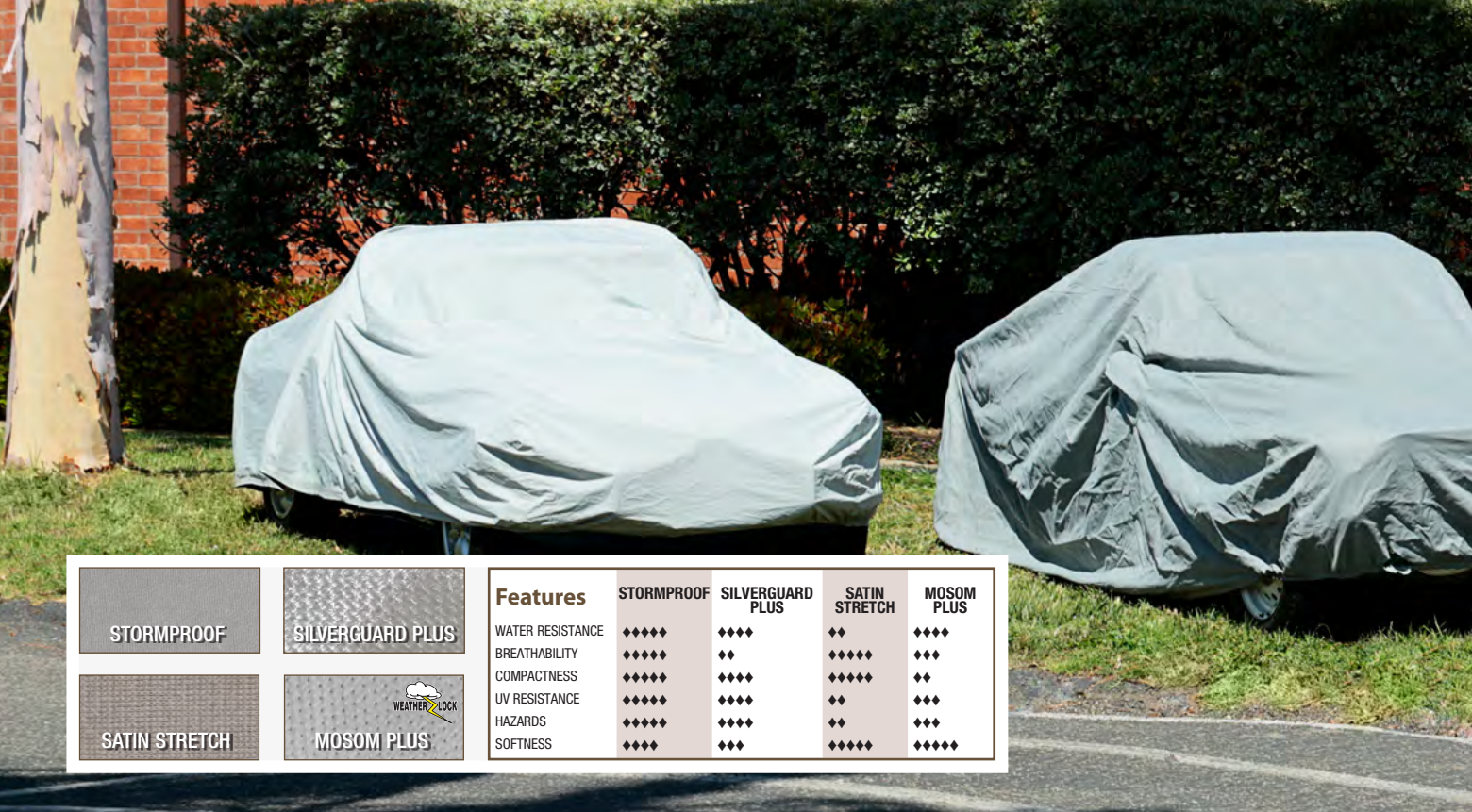
SEATBELTS BY RETROBELT

These Retrobelt original equipment-style lap belts for your classic vehicle are equipped with chrome push-button buckles featuring a starburst design, and webbing color-matched to its stitching. Available as a standard belt or with an inertia locking retractor, these meet or exceed Federal Motor Vehicle Safety standards. Priced individually, an economical solution to your seat belt needs.



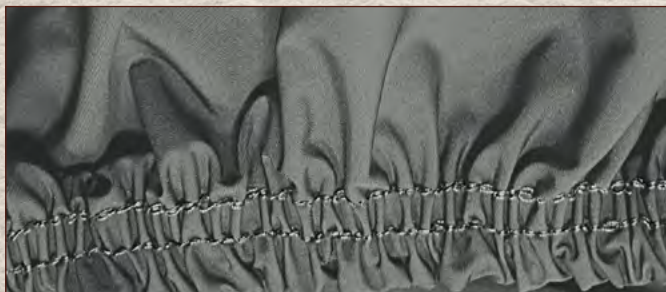
PERFECT FOR YOUR:

- | | |
|-----------------|----------------------|
| ◆ Austin Healey | ◆ Spitfire |
| ◆ MGTD-TF | ◆ GT6 |
| ◆ MGA | ◆ TR7 |
| ◆ MGB | ◆ Jaguar E-Type |
| ◆ Sprite/Midget | ◆ Jaguar XK120-150 |
| ◆ TR2-4A | ◆ Jaguar Early Sedan |
| ◆ TR250/6 | ◆ Jaguar XJS |



CAR COVERS

Supplied by one of the world's leading car cover manufacturers, these are all custom-fit to match the profiles of the vehicles listed. With a range of fabrics to choose from, all are breathable and provide protection from the sun's harmful UV rays and airborne pollutants.



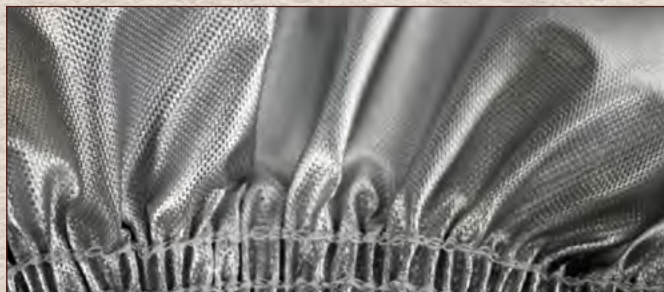
STORMPROOF

The culmination of over a decade of material engineering, it has only recently been possible to manufacture the microscopic yarns which go into this advanced micro-fiber cover material. Our Stormproof cover is uncoated and untreated, therefore, even after months or years of use it will retain the same properties. Stormproof has been tested to be the most water-resistant and the most breathable car cover material you can buy. You can't go wrong with Stormproof!



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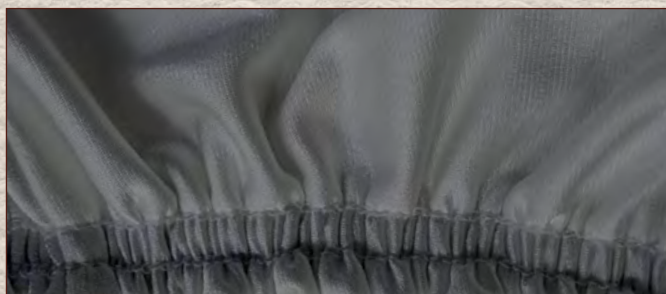


SILVERGUARD PLUS

Silverguard Plus is a 300 Denier polyester material with a reflective, water-resistant coating on the outer layer and a soft, nonabrasive layer on the inside. It is a great choice for areas that get harsh sunlight. It is not suggested for extreme rain, snow or ice.

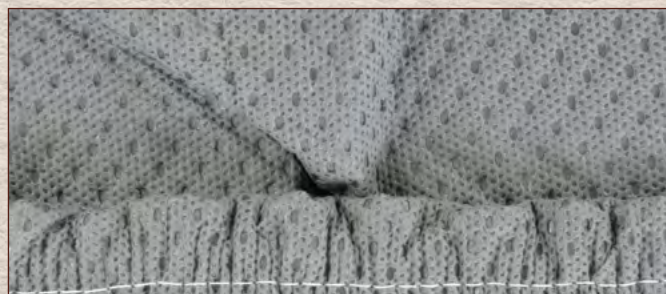
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| ♦ MG TC-TF | ♦ TR250/6 | ♦ Jaguar XK120-150 |
| ♦ MGA | ♦ Spitfire | ♦ Jaguar Early Sedan |
| ♦ MGB/C | ♦ TR7/8 | |
| ♦ Sprite/Midget | ♦ Classic Mini | |



SATIN STRETCH

Satin Stretch custom car covers are made for vehicles that are parked indoors, and for owners who want nothing but the best for their vehicle. The material has Lycra fibers that stretch in every direction, mirroring every perfect contour of your car. The inner liner is the softest fleece available. Available in Grey or Tan.



MOSOM PLUS

Mosom Plus is a four-layer material. The outer two layers are Spunbond Polypropylene, the middle layer is a special micro-porous film and the inside layer is extra soft fabric. The middle layer is an excellent rain barrier, which allows for vapors to pass through. The smooth cotton inner layer provides a delicate blanket for your vehicle, protecting the paint from debris and mild weather. It is a great choice for all-around car cover use, suggested for most conditions except extreme sun, snow or ice. Mosom Plus is a non-woven material, so in the unlikely event a rip occurs in the material, it will not run.



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ROAD TRIP READY: Rear Brakes

A Pint Size Project by Mike McPhail

What is going on with those pesky brakes? Let's take them apart starting at the back. While the front brakes do most of the work, it is important that the rear brakes are operating properly. The hand brake really needs to be able to prevent the car from rolling, and should be able to stop the car if the hydraulics fail.

Not too many tools are needed to completely overhaul the rear brakes, and the parts are pretty cheap. A six-pack of beer will be necessary, too. The following description is relevant to Girling systems, which are found on most high end British cars like ours.

1. Raise the rear of the car and place on jack stands. It is important that you can get up close and personal with the rear brake assembly without it falling in your lap, so be certain that you can do this safely.
2. Remove the wheels. This is a great time to clean them up and check the condition of the studs, and/or wire wheel adapters, which will have to come off, too.
3. Remove the two screws that hold the drum to the hub. You may have to use your impact screwdriver for this job!
4. Back the square head adjuster all the way out. Special wrenches are available, or an eight-sided socket is even better.
5. Remove the drum. The drum should come off easily once the adjuster has been backed off. In the case of terminally frozen brakes,

the wheel cylinder, shoe retaining pegs (drill these out), and adjuster mechanism can be released from the back and the drum wrestled off. Avoid hammering on the rim of the drum, as the cast iron chips easily.

6. Remove the clips that hold the shoes to the back plate. Just twist the end of the puny little peg 90 degrees with some pliers and the clip will go flying!

7. Remove the shoes and their springs, noting the position of all the pieces. You should be able to pop each end of the shoes off its perch and pull both off together with the springs still attached.

“Not too many tools are needed to completely overhaul the rear brakes”

8. Disassemble the adjuster mechanism and clean and lube the components. It is held on the backing plate with two ¼" bolts, but you don't really have to take the whole thing off.

9. Disconnect the brake line and hand brake linkage at the wheel cylinder. Cap off the line, or better yet drain the master cylinder reservoir first with your Mighty-Vac. A flare nut wrench should be used on the connection to prevent rounding the nut. Work it back and forth taking care not to twist off the line, which may have rusted to the nut. A little penetrating oil might help.

10. Now the tricky part; remove the wheel cylinder retaining plates by driving them apart with a punch or screwdriver. This is a fiddly job, requiring patience and some strong reading glasses. Swearing is optional. Remove the rubber dust cover and pry the larger plate slightly away from the tabs that keep it in place. Tap the larger plate free. Once that plate is gone, the hand brake lever will slide out past the wheel cylinder and the two smaller plates and cylinder can be removed. Now, sit back with a beer and enjoy the mess you've made.

So your car is all jacked up and the rear brakes are in a million pieces! Okay, make sure that you have plenty of cold beer and now, let's get that bad boy back together.

This is the opportune time to clean up that backing plate, which at this point can be easily removed and detailed. You might as well paint the brake drum, too, while you are at it. "Gloss black" engine spray paint works well and dries quickly. "Dull aluminum" paint looks pretty good on the hand brake lever. Don't cheap out—purchase all new parts for the rest of the job. Now that everything is clean and shiny, it is time for...

1. Place the wheel cylinder into the back plate. New ones are so cheap that it is hardly worth rebuilding the old ones. If you must, then make sure that the bore is clean with no pitting and that the passages for the line and bleeder screw are unobstructed. If the wife is away, take the cylinders into the house

and scrub them inside and out with a soapy Scotch-Brite pad in the kitchen sink. After they have been completely dried, use Girling Red brake grease for reassembly. Otherwise, a little brake fluid will work, but be careful not to get it on those freshly painted items.

2. Pass the brake line through the rubber dust cover and connect it to the cylinder. It is always easier to screw the connection into the cylinder while it is loose in its mounting. Sometimes a connector that has been over tightened will be hard to start because of flaring at its tip. A little bit of sanding or perhaps filing will reduce the end of the connector (not the line!) to its proper size.

3. Place the two smaller retaining clips on the back side of the cylinder with the tabs up. Do this from the lever side. Use a little chassis grease to lube the area. There will still be enough play at this point to allow the hand brake lever to slide into place. So do it!

4. Put a little chassis grease on the large (relatively speaking) retaining plate and slide it between the other two to lock the cylinder in place. It goes on in the opposite direction from the other two, and the notches on the end will engage the tabs on the bottom plate. This is probably easier said than done. Maybe a beer will help.

5. Now the rubber dust cover can be pulled over the hand brake lever and its square edge tucked under the larger retaining plate, which stands slightly off the back plate. Some cars have some little pegs on the inside of the back plate with felt spacers to steady the shoes. These are of dubious value, but if the felt is missing, a bit of $\frac{1}{4}$ " fuel line can be cut to take their place.

6. At this point the rehabilitated adjuster assembly should be in place with the adjuster bolt backed out. Go wash those filthy hands, then come back and set the new brake shoes side by side. Carefully position them so that the linings are symmetrical and the square hole that fits over the hand brake lever is where it needs to be. Place the springs on the shoes, with the spring with the straight piece in the middle on the wheel cylinder end. Hold the shoes apart so that the springs don't fall off and set the square hole end over the brake lever and onto the cylinder. Carefully wrestle the other ends into place. I think you will find this method preferable to placing the springs on after the fact. Make sure the shoes are resting in the slots provided for them and not off to one side. Stand back and see that the shoes are centered...if not, a few taps with a rubber mallet will get things right.

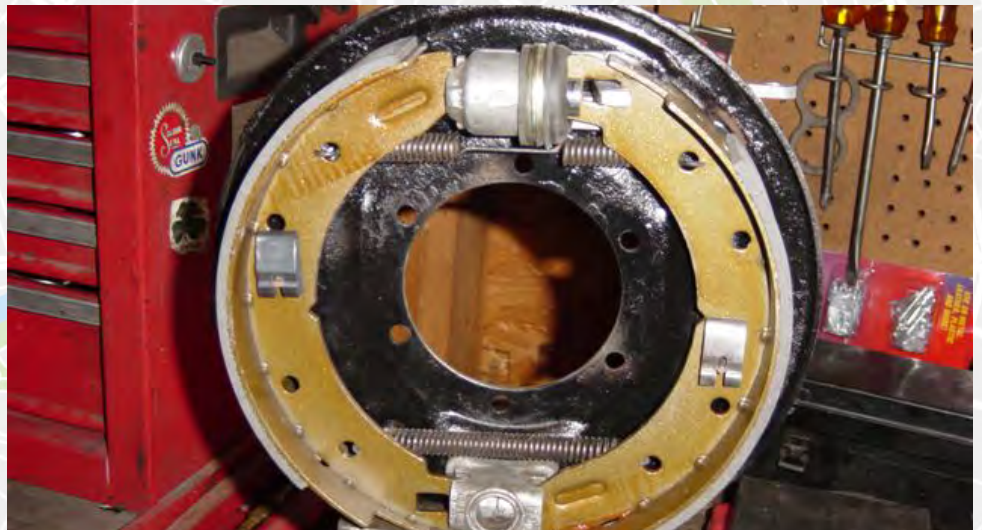
7. If you can still find them, push the two shoe retaining pegs in through the little holes

in the back plate and secure them to the shoes with the spring clips. If you hold the peg in place from behind with one hand, you should be able to slide the clip into place (no twisting this time) with the other hand, using no tools. If not, you are a wimp!

8. The brake drum will go on easily now, since you have the adjuster backed off and the shoes on straight. Take care to have the quarter-inch countersunk screw holes lined up. Put the screws in just to show that you are paying attention to detail.

9. After verifying that the drum turns freely (if not, you are on your own), adjust the brakes up tight. Reconnect the hand brake linkage. Release the hand brake, first, damn it! If the hand brake has too much travel, now is the time to adjust it. Leave the drums adjusted tightly until after the system is bled.

10. Finish six-pack.

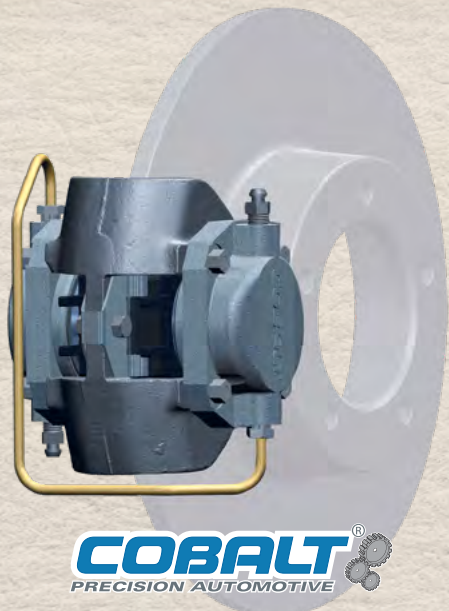


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TOP OF THE WORLD HIGHWAY ALASKA

This is a route where experience driving on mountain roads makes a difference. If narrow, winding mountain roads are all in a day's work for you, you're going to have a lot of fun. If not, just keep your speed down and make lots of stops to enjoy the scenery. For much of the 79 miles the "highway" wanders around the high points of a series of ridges far above tree line, and the views go on and on forever.





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- ◆ Jaguar XK150
- ◆ Jaguar Early Sedan
- ◆ Jaguar MkI
- ◆ Jaguar MkII



***BRAKE CYLINDER MASTER KITS* BY MOSS CLASSIC JAGUAR**

Upgrade and modernize your brakes with these kits featuring newly designed Cobalt brake cylinders. They employ a modern style disc brake cylinder, piston, and seal setup, which offers superior longevity and performance compared to the troublesome original design.

Our Cobalt cylinders are designed like any modern caliper in that the hydraulic seal gland is in the housing bore, and the forged, ground,

and satin-chrome-plated piston becomes the sealing surface. Not only is this a superior configuration, but it is much more cost effective and yields substantially longer service life.

These cylinders require the use of modern style brake pads that employ a thick steel backing plate, like our premium Classic Gold brake pads. Replacement Classic Gold pads available separately.



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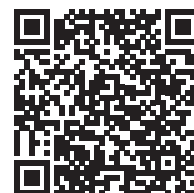
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- ◆ Spitfire
- ◆ GT6
- ◆ TR7/8
- ◆ Jaguar E-Type
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- ✓ Withstands high braking temps
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- ✓ Quick heat recovery
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- ✓ Anti-squeal compound bonded to brake pad backing plate
- ✓ Nearly dust free

SEMI-METALLIC BRAKE PADS

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12797

JAGUAR BRAKE CALIPERS

If your Series II or III E-Type needs brake calipers, Moss Classic Jaguar has taken the hassle and expense out of the equation with brand new, complete parts. They're sold outright with no core charge and are bolt-on replacements for your original calipers, so no fiddling with rusted-in-place pistons, etc. Purchase pads and retaining hardware separately. Rear calipers include bridge pipes.

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- ◆ Jaguar XJ-6
- ◆ Jaguar XJ-12
- ◆ Jaguar XJ-S



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STEERING TIE ROD ENDS **BY MOSS CLASSIC JAGUAR**

Steering tie rod ends may seem mundane and unimportant, but Moss Classic Jaguar recognizes they are critical to safety and originality. Unlike other aftermarket versions, our manual-steering ends for E-Types have the proper extended range of motion and are the correct configuration and color. Our XK ends are also of the correct shape and color. Both are sold as a pair.

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- ◆ Jaguar XK140-150



ROAD TRIP READY: Fuses

A Pint Size Project by Mike McPhail



The device used for allowing excess smoke to escape harmlessly from the wiring is known as a fuse. On LBCs from the 1950s, there are usually only two fuses. A fuse block with green and purple wires fused to white and brown wires is quite common. A wiring diagram tells us the white wire is from the ignition switch and the fuse protects devices fed by the green wires, such as wipers, gauges, heater fan, and brake lights. The brown wire is direct from the battery, and the corresponding fuse is for the horns, which are fed by the purple wire.

The ignition system, head lights, electric fuel pump, dash lights, overdrive, and just about anything else not already mentioned are not protected by a fuse and therefore in danger of losing smoke from a short circuit. A short circuit, of course, allows excess smoke to form and escape the wiring. The heat generated can irreparably damage the wires! In order to avoid this nasty situation, more fuses can be added to the wiring.

The simple solution is to insert heavy duty in-line fuse holders. These can be installed under the dash to preserve originality. New Lucas fuse blocks with four positions (as used on a Triumph TR6) can be purchased to replace the two position blocks. Wires are stacked at the block with one feeding the others and can be separated in order to fuse them individually.

“The simple solution is to insert heavy duty in-line fuse holders.”

Old blocks are difficult to clean up, and are economical to replace. Later blocks use push on connections for reliability and make a nice upgrade. Later two-position blocks (as used on an XKE) can be purchased new to upgrade the early blocks with screw connections. Likewise, a later voltage regulator (as used on a Triumph TR4) has the more modern connections, is otherwise

identical, and is a nice improvement.

The Lucas fuses supplied from the factory are marked with very high ratings which do not correspond to the wiring requirements of the car when using modern AGC replacement fuses. Very few fused components will pull over 10 amps, and many will pull considerably less. Consequently, this writer recommends using a 15 amp fuse in each fuse block position. Fuses added to individual circuits can be even less. Adding a fuse on the white ignition wire from the switch is a common safety measure, but don't forget that it feeds the original fuse block, and therefore the new fuse should be as large as, or slightly larger than the fuse feeding the green wires.

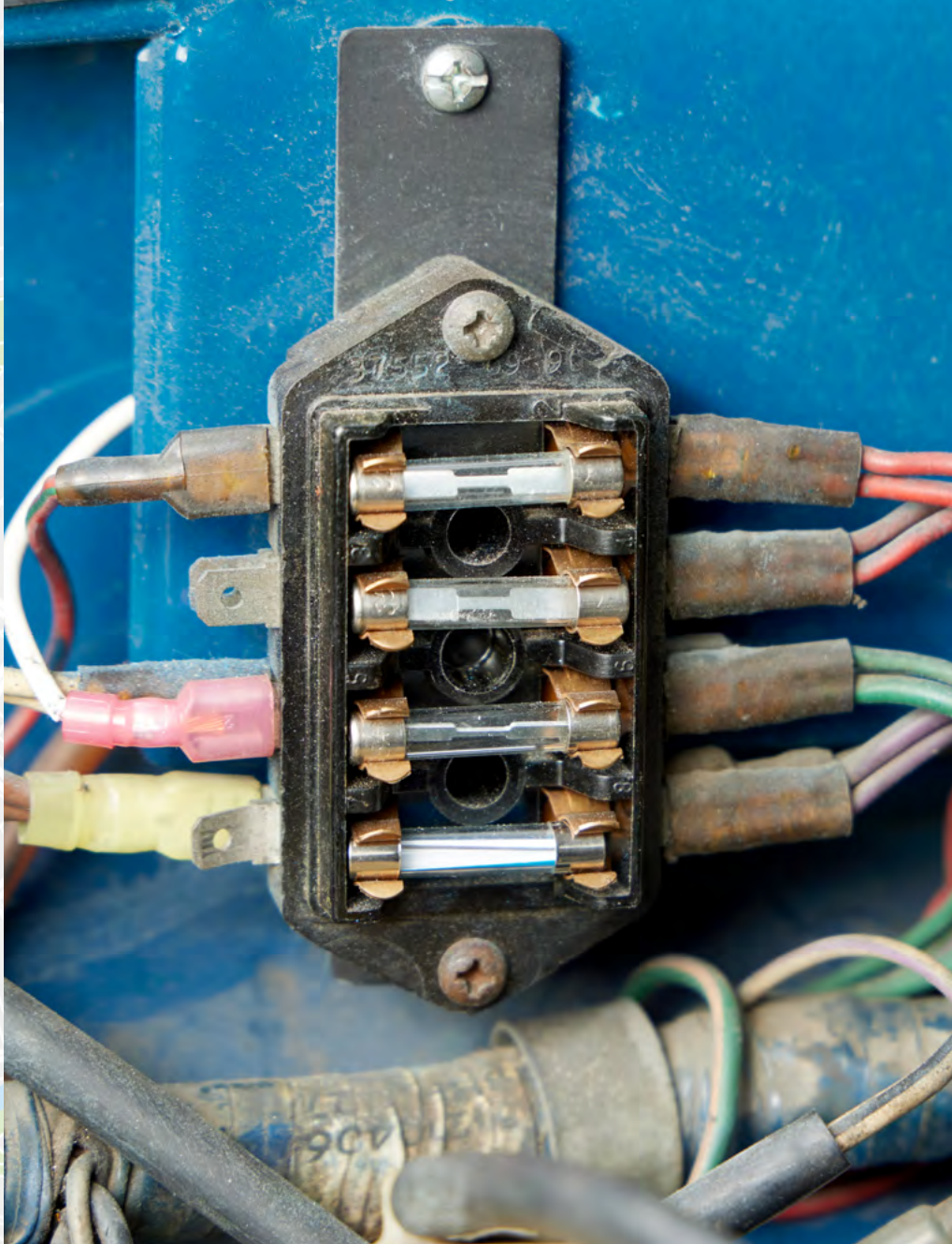
If in doubt as to the normal draw of any circuit, a battery charger with a built in amp meter can be used to feed the device in question. Just disconnect the wire that feeds the device and attach it to the proper lead from the charger. Ground the other charger lead to the chassis. This arrangement is also

useful in finding electrical faults. Instead of repeatedly blowing fuses, the charger can be used to momentarily power the offending circuit. A high reading on the amp meter will show that the circuit is drawing too much current. Look for melted wiring near an electrical fault. For instance, one common problem is the red running light wire shorted to the body where it comes through a panel.

The charger can be used to remedy the opposite type of problem. If an electrical device is not working, try powering it with the charger at various points. The Lucas bullet connectors can be pulled apart at these locations to gain access. The connectors are often at fault, anyway. They can corrode or split inside the rubber cover and will have to be replaced. Keep a supply of new single and double connectors on hand. Always use a little dielectric grease when reassembling the connectors. Channel-lock pliers can be used to seat the bullets securely. Or, better yet, Moss has a Wiring Harness Repair kit (pictured below). In a pinch, wire nuts make an excellent connection, too!



161-751



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MICHIGAN HIGHWAY 22 MICHIGAN

This 116-mile road navigates the peaceful countryside and displays the beautiful Lake Michigan shoreline. It strolls past small businesses, wineries, galleries and in the fall season, countless colorful trees. It weaves inland lakes, rivers, dunes, and Great Lakes' history into one unforgettable adventure.





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- ♦ TR2-4A
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- ♦ GT6

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WIRE WHEELS BY MWS



PAINTED WIRE WHEELS

MWS painted wire wheels have very high corrosion resistance. Before being painted, they are primer-coated using Cathodic Electrophoretic Technology, popularly known as “electro” or “e-coat.” The silver-grey paint topcoat combines with the primer to give the wheel a salt-spray resistance of 840 hours when tested per ASTM standards. Painted wheels have a one-year cosmetic and two-year structural warranty.

All MWS wheels have silicone sealed nipples at the rim to keep water out, a common complaint on lesser quality wheels.



CHROME WIRE WHEELS

Each MWS chrome wire wheel has a rim and shell which are polished in special-purpose machines, then hand-polished by skilled craftsmen. To enhance the corrosion resistance, microporous nickel plating is done prior to chrome-plating. The product conforms to the stringent International Standards ISO 1456-1988 specifications. The spokes and nipples are chrome-plated stainless steel for brightness and long life. Chrome wheels have a two-year cosmetic and three-year structural warranty.



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- ♦ MG TC-TF
- ♦ MGA
- ♦ MGB/C
- ♦ Sprite/Midget
- ♦ TR2-4A
- ♦ TR250/6
- ♦ Spitfire
- ♦ TR7/8
- ♦ Classic Mini
- ♦ Jaguar E-Type
- ♦ Jaguar XK120-150
- ♦ Jaguar Early Sedan



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ROAD TRIP READY: Cooling

A Pint Size Project by Mike McPhail

Memorial Day weekend usually signals the start of summer in this part of the country, and warm weather can be expected. If you drive a post-sixties little British car, then you shouldn't have much trouble with overheating as long as:

- 1) your cooling system is full of 2-to-1 mixture of water and antifreeze
- 2) you have installed a 160 degree thermostat and the proper radiator cap
- 3) the fan belt is tightened properly
- 4) all the radiator ductwork and overflow/recovery system is in place

Regarding antifreeze, Texans obviously don't have to worry about the radiator turning into a block of ice, even in January. The anti-corrosion properties are what should concern those of us south of the Snow Belt. The 1/3 mixture is fine for preventing rust in our cast iron (aluminum is another story) engines, and transfers heat noticeably better than a more concentrated mix. Distilled water should be used for best results.

Some engines won't warm up in cold

weather with a 160 thermostat, but it is worth the trouble to swap to the cooler stat once hot weather arrives. Thermostats have changed over the years. Many early cars, like the Sprite, AH3000 and TR3 have a bypass in the cylinder head for coolant circulation before the thermostat opens. These engines had a special stat with a sleeve that blocked the bypass after the engine warmed up and the stat opened. These stats are available

“While driving at highway speeds, your engine should be running at its coolest.”

once again from Moss, but most folks just use the modern version. However, some cooling action will be lost if the bypass is not blocked off. A sleeve (Moss again) is available to get this done, but a plug in the bypass hose works as well. Most modern thermostats do not have a vent like they did in the old days. I always drill a 3/16 inch hole in the flat part of the thermostat to make

filling the system easier and prevent pressure build up. Caps have changed, too. Older ones are a little taller, and there are several pressure ratings, so order the correct one for your vehicle. Arbitrarily raising the pressure is a good way to blow a hose or a freeze plug!

Everybody knows the risk of poor charging due to a loose fan belt, but the same thing can happen with the water pump. A new belt will almost certainly stretch and should be checked often.

When you are stuck at a traffic light the engine temperature may rise alarmingly. Some increase is to be expected, but can be minimized if everything is in order. While driving at highway speeds, your engine should be running at its coolest. If the temp jumps only at low speeds, you may have low coolant level, an antiquated fan, or missing/damaged ductwork. An overflow bottle will allow the maximum amount of coolant to be in the radiator. When hot, the excess will overflow, only to be recovered when the engine cools down. This action also allows the excess air in the system to be purged. The ductwork or radiator

shroud prevents the hot air in the engine compartment from being pulled around to the front of the radiator when the car is moving slowly. It is very important that only outside air is pulled through the radiator.

Older LBCs may lack some of the more modern engineering found on the 1968+ cars. Lots of these improvements can be retrofitted to these clunkers! For instance, a late 1275cc Sprite cross flow radiator, ductwork and fan will bolt right on an early car. A TR6 fan can be made to work on a TR3, and its compact overflow bottle will fit just about anything. Aftermarket high performance fans are available (you guessed it, Moss!) for Austin-Healey 3000. A handy fellow can easily fabricate a radiator duct, if a new one is not available. A nice ABS plastic shroud is available for older MGBs.

A new radiator is not all that expensive and probably more cost effective than a trip to the radiator shop. Consider losing the crank hole in the TR3 radiator, as that makes it about fifteen percent less effective.

Barring a bad head gasket, or some other dire problem, you should expect to run between 160-190 degrees Fahrenheit, regardless of the outside temperature. As a last resort, modern, all aluminum radiators are available for many British cars.

Don't trust that temperature gauge for precision. Laser thermometers

are reasonably priced and using one for a second opinion may prove that your engine isn't so hot after all!

Of course, that's what we suspected all along.



Many of the tech articles on these pages are the creations of Mike McPhail. They were originally written in 2012 for the members of the two car clubs Mike is active with: the Gulf Coast Austin-Healey Club and the Hill Country Triumph Club.

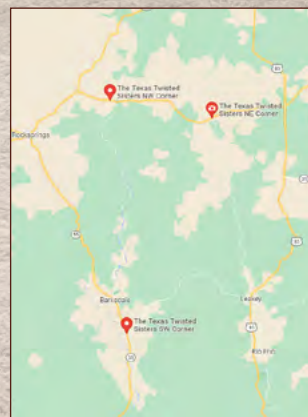
Back then, and perhaps still today, Mike appreciated a good pun and a cold beer, thus his Pint Size Projects series of tech tips took shape. You're welcome to substitute your preferred flavor of pint to motivate you along the way.

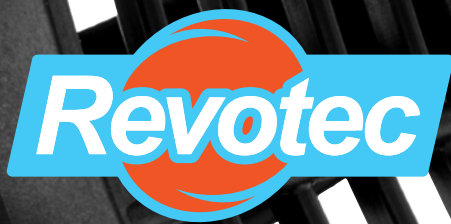
With thanks to the clubs and a hearty "cheers!" to Mike, the articles printed here (plus more!) are available at MossMotoring.com. Just search "Pint Size Projects."



CHECK OUT... **THE TWISTED SISTERS** **FM 335, 336, 337—TEXAS**

This 100-mile loop is among the best, most challenging sports car roads in the state. The route follows canyons and climbs jagged, steep hills. In one 15-mile segment, there are approximately 65 curves. Prepare yourself for a grand adventure full of the panoramic vistas and roadside attractions that make Hill Country Texas both beautiful and memorable.





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Revotec fans are OEM-quality and come in various diameters from 167 to 385 mm or as part of a custom fan kit, specifically designed for the make and model of your classic car. Revotec fan assemblies are designed to run continuously with no loss of performance or reliability. The high quality motor features bearings rather than bushings for reduced friction. The cases are fully waterproof with finger guards for safety.

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| ◆ MGB | ◆ Jaguar E-Type |
| ◆ Sprite/Midget | ◆ Jaguar XK120-150 |
| ◆ TR2-4A | ◆ Jaguar Early Sedan |
| ◆ TR250/6 | ◆ Jaguar XJS |

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Designed specifically to fit your classic car, installation is quick and easy with no permanent modifications. Our Revotec kits use a precise electronic controller to enable easy adjustment and are designed to replace the original mechanical fan, reducing load on the engine, reducing noise, and improving both power and gas mileage. Unlike other kits that use universal mounts, these kits use specific laser-cut brackets that install directly to the radiator mounts.



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| ◆ MGA | ◆ Spitfire |
| ◆ MGB | ◆ Classic Mini |
| ◆ Sprite/Midget | ◆ Jaguar Early Sedan |
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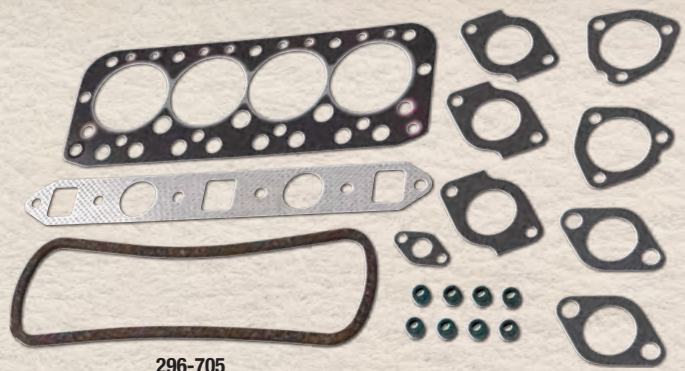


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- ◆ MGB
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- ◆ TR3-4A
- ◆ Spitfire
- ◆ Classic Mini



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