

MOTORING

# Classics



Summer 2009

Visit the new Motoring Classics website for great products

It's all about  
**Great British Brands**

The MG Great  
British Marque

Special offer on



PowerStop brakes

Getting your soft  
top looking like new



## We celebrate the Mini at 50

*What's happening in the Classic Scene*



For all the latest  
news, offers and  
great tips...



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# Welcome

**Motoring Classics** is the new quarterly magazine from the British Motor Heritage Group. **Motoring Classics** aims to bring you news, views and articles of interest to the Classic Car enthusiast. It will also carry regular items such as technical tips, marque history insights and restoration stories as well as keeping you up to date with the growing number of products for all marques now available within the Heritage family.

In this issue we launch our exciting new website, [www.motoringclassics.co.uk](http://www.motoringclassics.co.uk), which provides the Classic car owner with direct access to a growing range of high quality products from Raceglaze Car Care to mirrors and wipers from the Tex Classic range. We also celebrate 50 years fascinating history of the legendary Mini and focus on 85 years of the MG marque.

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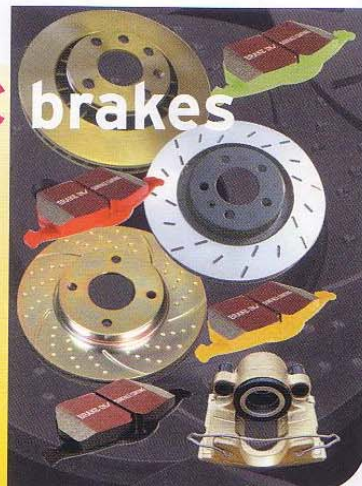


## 15% off EBC brakes

when you call  
**01993 707230**

Powerstop can supply your Classic car with a full range of EBC brake pads and discs. Designed to guarantee improved braking performance, ensuring your car benefits from the best brakes the market has to offer.

Quote Ref. MC15. Offer ends 30th Sept 2009.





# Motoring Classics

## new website

The new Motoring Classics website is one of the most exciting and significant developments in the 33 year history of Heritage. It provides a convenient and hassle-free way of obtaining a wide variety of top quality British classic parts and car care products - and it's set to grow in the future. From its launch this summer, it will offer the most popular lines from the impressive Tex Classics catalogue - wiper arms and blades, plus wing and door mirrors to suit all classic makes and models.

Owners of any soft-top car will find the six well-proven Renovo preparations that can almost magically restore and protect fabric or vinyl roofs. An absolute must for keeping classic

weather equipment looking good. The excellent range of British made Raceglaze polishes takes care of the all important coachwork giving a premium finish at affordable prices.

Heritage licences miniature models of British classics, so it offers a special stock of the most recent releases - you can view and order them on motoringclassics.

Because Heritage bodysells are now available directly to customers, full information about these is provided on motoringclassics (though as, amongst other things, they are rather too big to post, we'll talk you through the options for this important purchase, including ordering and delivery).



The product range is set to expand rapidly, offering the very best of British brands in the classic sector. Watch the Press for these exciting future developments. We are confident that motoringclassics will become a 'must visit' site for the discerning classic car owner.

[www.motoringclassics.co.uk](http://www.motoringclassics.co.uk)



## A Great British Marque



**For** 85 years, the MG octagon badge has graced a succession of sporting, affordable cars. From tentative beginnings as Morris cars modified by Cecil Kimber at Morris Garages, through the halcyon

Abingdon years to Chinese ownership today, the charisma of MG has always survived the toughest times. Square-rigged two seater MGs from the 1929 M-Type Midget up to the last 1955 TF Midget are the definitive 'traditional sports car' for enthusiasts across the world. The sleek MGA (1955-61) was the first MG to capture

more than 100,000 hearts, but the MGB (1962-1980) became the world's top sports car of the era by exceeding half a million sales. Modern Midgets (1961-1979) approached the quarter-million mark.

MG saloons kept the name alive in the 1980s until the RV8 (1992) and MGF (1995) revived that sports car excitement. Heritage is proud to support the classic MGB and Midget with extensive parts including bodysells, and also supplies hard tops for MGF /MG TF models including the very latest MG TF 85.



*designed for BMC by  
Sir Alec Issigonis*



# We celebrate the Mini at 50

August 26th 2009 will be the exact 50th anniversary of the launch of the Mini. Back in 1959, though, BMC were a little unsure of its public reception, so they called the Austin version the 'Se7en', harking back to the 1922 Baby Austin, while the Morris traded on the success of its older sister, and was called the 'Mini-Minor'. BMC needn't have worried; the public, after being a little shocked by the way the car broke all the conventions of car design, took it to their hearts and simply called it 'Mini'. BMC had no option but to follow suit. Mini's achievements totally overwhelmed those of its respected ancestors, as we show opposite.



An Autocar magazine reader poll chose Mini as the 'Car of the Century'.







**O**f all British mass-produced cars, Mini is indisputably the 'mostest'. It had the longest production run at over 41 years. Not surprisingly, it also totalled the highest production number, at 5,387,862 units. It reached its first million twice as fast as the Morris Minor, the first British car to reach a million. And its influence on the world motor industry was immense – not for nothing are the vast majority of the world's cars now fitted with front wheel drive and transverse engines.

No other four seater has such a phenomenal motor sport record on road and track. Sir Alec Issigonis designed it for maximum space in a minimum package, but almost accidentally created one of the most agile cars of all time. Its track success began with Sir John Whitmore's 1961 British Saloon Car Championship in a

Mini 850 – umpteen championships later, Richard Longman took the 1978 and 1979 titles with his 1275GT. The fantastic Mini Coopers ruled the rally world – winning 27 major International rallies from 1962 to 1967. The organisers of the Monte Carlo Rally got so fed up with Minis winning it that they spent 8 hours after the 1966 event concocting a spurious reason to disqualify the Minis that took the first three places. But the BMC works Mini team got their own back by winning again in 1967!

Mini has always been held in huge affection around the world. Apart from the UK, it was also built in Belgium, Italy, Spain, Portugal, South Africa, Australia and New Zealand. Special Minis with glass-fibre bodies were made in Chile and Venezuela. There are over 250 overseas clubs for

Mini owners, and over 450 in Britain. Because of its extraordinary long run, Mini became a classic while it was still in production. Rover was able to re-launch the Mini Cooper in 1990, nearly 20 years after a misguided Donald Stokes had axed the original.

An Autocar magazine reader poll chose Mini as the 'Car of the Century'.

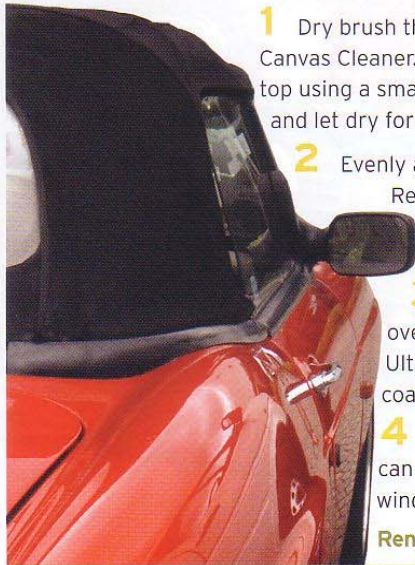
As soon as production of the Mini stopped at Longbridge on October 4th 2000, plans were laid for British Motor Heritage to take over the body tooling. Which means that today, Heritage can provide not only a key range of Mini parts from subframes to fuel tanks, but also complete Mini and Mini Clubman/1275GT bodyshells. We aim to keep enthusiasts' Minis on the road for another 50 years.



great  
tips

A poorly maintained hood can ruin the overall look of your Classic. Here's how to solve the problem.

## Bring back the black



**1** Dry brush the soft-top and apply Renovo Canvas Cleaner. After about 30 minutes, scrub the top using a small brush and warm water. Rinse off and let dry for at least 1 hour.

**2** Evenly apply Renovo Soft-Top Reviver with a 2 inch paint brush. If necessary, a second coat can be applied after 3 hours.

**3** Leave the soft-top to dry out overnight. Apply 2 coats of Renovo Ultra Proofer leaving 3 hours between coats.

**4** Surface scratches and yellowing can be removed from the plastic windows with Renovo Window Polish.

Renovo is available at [www.motoringclassics.co.uk](http://www.motoringclassics.co.uk)



## MGF/TF hardtop



Crafted and styled by Gerry McGovern, designer of the MGF, the classically styled Heritage hardtop is the ultimate accessory.

Available in black gel coat or in matching body colour including the very latest colours for the MG TF 85.



### Suggested Retail prices.

Free fitting at factory if required

Black gel coat with Ambla headlining

£1027.66

Black gel coat with leather headlining

£1125.53

Body colour with leather headlining

£1614.89

### Contact

Tel. 01993 707200 Email. [sales@bmh-ltd.com](mailto:sales@bmh-ltd.com)



# Steve Weston's Midget restoration

When you see builder Steve Weston's glorious MG Midget 1500, you'd think that someone must be making brand new ones again. But Steve started with a 30-year-old car and in less than a year, doing nearly everything himself except painting, turned it into this highly covetable example.

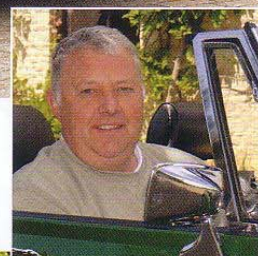
Work started in the summer of 2006. One of his first jobs was to fit a Frontline Costello 5-speed gearbox conversion. In the course of that, he noticed that some earlier accident repairs and body restoration hadn't been done very well. As he says "I wasn't going to put my wife and children at risk in a car of doubtful integrity, so I started costing out the job of replacing panels and welding it all up properly." The sums came out so high that Steve decided that a new Heritage shell was a much better idea.

Something else that came to light while changing the gearbox was that the engine, said to have been rebuilt only 8000 miles before he bought the car, had 3/8 of an inch crankshaft endfloat - the old Triumph engine problem of deficient thrust washers. Specialist crankcase machining helped sort that out, and Steve also had an unleaded head conversion while doing the engine work. Taking advantage of the fact that



a re-shell requires all the parts to be removed from the old shell, he thoroughly refurbished anything that needed it before refitting. So, for example, the fascia was stripped and had a new crackle-black finish applied. Even the Federal-style bumpers were fully dismantled and properly restored. A new shell naturally makes a colour change easier - after much deliberation Steve chose Brooklands Green, instead of the original Vermilion.

A believer in thoughtful upgrading of classics, Steve lowered the suspension by around an inch and fitted alloy wheels. The end result? "A dream to drive - easy 70mph cruising in fifth and superb cornering. I really enjoyed doing the restoration. It probably cost £7,500 all-in, more than I could sell it for, but



I'm definitely going to keep it". Now Steve is thinking about restoring his MGB GT...

[www.motoringclassics.co.uk](http://www.motoringclassics.co.uk)

## Events 2009

**MG Live - Silverstone.**  
10 - 12 July  
**Silverstone Classic**  
24 - 26 July  
**TR Register International Weekend at Malvern.**  
24 - 26 July  
**International Mini Meeting at Longbridge.**  
7 - 9 August

**International Autojumble at Beaulieu.**  
12 - 13 September  
**Goodwood Revival Weekend.**  
18 - 20 September  
**NEC Classic Motor Show.**  
13 - 15 November.

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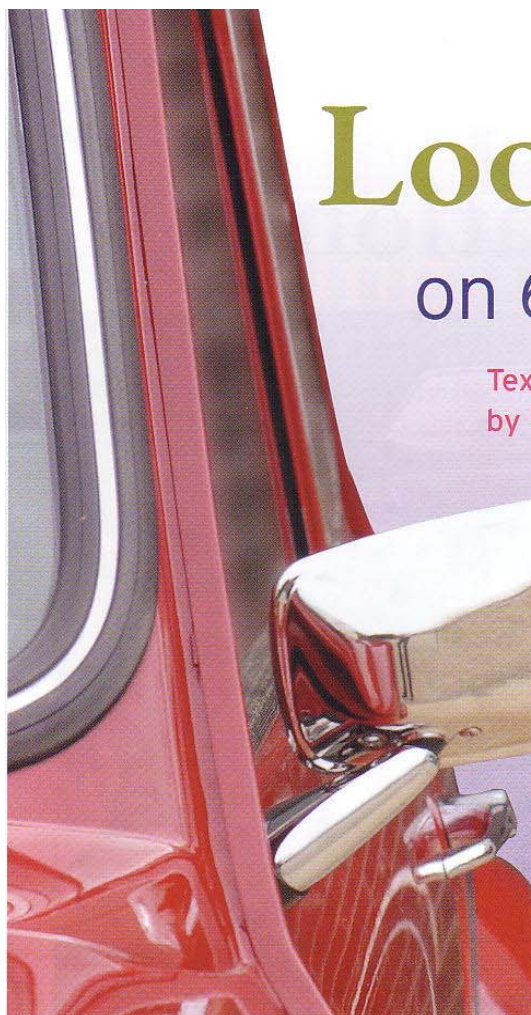


# Looking back...

## on 62 years of history

Tex accessories first appeared in 1947. They were made by Magnatex Ltd, a British company formed in the heat of World War II to make military fuel cans.

Post-war, Tex components played a vital role in equipping British cars. Today, Tex Automotive Ltd is part of the Heritage group and produces a wide range of authentic classic parts including wing and door mirrors.



With increasing traffic density from the 1950s onwards, good rear view mirrors became important safety features, and Tex led the way in developing mirror technology.

By 1960, the Tex Viewmaster spring-back range of wing and door mirrors covered every conceivable style and function requirement by offering a permutation of different mirror heads (each with a choice of convex, flat or 'Surflex' anti-dazzle mirrors) and different mounting stems, such as standard, curved offset, straight offset, 'Continental' and so on. The styling evolved over the years to keep in step with changing car design fashions, and the current Tex Classic range of mirrors provides appropriate styles for each era. A popular seller is



the BL 'Corporate Door Mirror' as used on a huge range of Austin, Morris, MG, Triumph etc. models from 1969 to 1983, in polished stainless or black finish. It's difficult to believe it now, but when door mirrors began to replace wing mirrors, many traditionally minded drivers argued that they were more difficult to use than wing mirrors. Today, we simply take door mirrors for granted, though it must be said that cars of a certain age and style look more 'original' with wing mirrors.

Then, as now, Tex used the best quality stainless steel and chrome



# SPRING BACK

## WING MIRRORS BY MAGNETEX

BATH ROAD, HARTINGTON, HAYES,  
MIDDLESEX  
Tel. 01938 811100  
MAGNETEX - world's largest  
manufacturers of wing mirrors

Knock it from any direction and it springs right back - it's a Tex Spring-back Wing Mirror. Tex Mirrors stay in line at the tap. That's just one of the plus factors that has made Tex Wing Mirrors the biggest selling mirrors in the world. Hermetically sealed stainless steel mirror drums with heavy duty chromium plated shells. Tex Spring-back Mirrors come in 80 different models, enabling you to choose the perfect pair to match your car. Priced from only 25.95, Tex Mirrors are stocked by most garages and accessory shops. Ask your local dealer to show you the Tex Springback range.

parts. Tex mirrors were not only fitted as original equipment on many cars, but were also offered within the manufacturers' official ranges of dealer fit accessories, so they are doubly appropriate for discerning classic vehicle owners.

Today's Tex Classic range includes a choice of four types of interior mirror, so however you want to look back, Tex have the answer!

[www.motoringclassics.co.uk](http://www.motoringclassics.co.uk)

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