

MOSS **MOTORING**

SPRING 1998

- **Moss Motors History**

The First 50 Years, Part II

- **Classic Car Show**

U.K. Style

- **Overdrive Problems**

And Solutions

- **Jag-Yew-Aars**

John Sprinzel Remembers

- **Product Highlights**

- **Classic-Fied Ads**

- **Tech Tips**

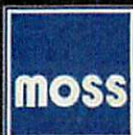
- **More!**



- **Moss Photo Contest Results**

Grand Prize Winners & Cover Shot:

Rick Bushong and Coleen Creeden, Crockett, California



Vol. XVII, No. I

British Car Events Calendar 1998

If you or your club are staging an event, then let's have the dates of YOUR event as soon as it is confirmed and we'll include them in our British Car Events calendar. This is a surefire way to reach the huge audience just waiting out there to get to another car show. Send details at least two months prior to publication to date for the summer issue is March 1, 1998.

| Month | Event | Location | Contact |
|-------------|---|---------------|---------|
| MARCH, 1998 | 17 British Car Day, Phoenix, AZ | (602)547-2317 | |
| | 21 British Car Day, New Orleans, LA | (504)288-4019 | |
| APRIL, 1998 | 3-5 Got South Mx XXXIII, St. Augustine, FL | (904)285-4998 | |
| | 11-19 MG North/South Meet, Pismo Beach, CA | (805)937-6851 | |
| | 18-19 Texas Healey Roundup, Marble Falls, TX | (512)288-2335 | |
| | 24-26 VTR Regional, Lake Eustach, OR | (800)822-1868 | |
| | 25-26 Monterey British Car Meet, Monterey, CA | (408)643-1066 | |
| | 25-26 All British Meet, Nebraska City, NE | (402)496-2006 | |
| | 25 British, Moss Motors, Dover, NJ | (973)361-9358 | |
| MAY, 1998 | 2-3 British Car Day, Statesville, NC | (704)872-4292 | |
| | 9 Sports Cars at Iona Hill, Birmingham, AL | (205)663-9299 | |
| | 16 Jaguar Concours, Louisville, KY | (812)537-1701 | |
| | 16 British Car Show, Lewis, DE | (302)645-8073 | |
| | 11-16 Sprite Rush '98, Carlisle, PA | (717)534-2525 | |
| | 15-17 NAMGBR Regional Meet, Bloomington, IN | (317)887-2618 | |
| | 17 All British Car Show, Dixon, CA | (916)363-2203 | |
| | 17 British Car Show, Columbus, OH | (614)363-2203 | |
| | 18-24 2nd Annual National British Car Week | | |
| | 23 British Car Day, Braselton, GA | (770)491-7573 | |
| | 22-24 British Car Festival, Champaign-Urbana, IL | (309)662-3020 | |
| | 29-30 All British Show, Oklahoma City, OK | (405)787-0589 | |
| | 30 MG at Ice London, Oakland, CA | (415)333-9699 | |
| JUNE, 1998 | 30 British Car Roundup, Indianapolis, IN | (317)357-4442 | |
| | 6 British Marques on the Green, Louisville, KY | (502)491-1517 | |
| | 6 British Car Day, Charleston, SC | (803)849-9707 | |
| | 7 Houston All-British Vehicle Expo, Houston, TX | (281)444-1679 | |
| | 7 Red Mill British Car Day, Clinton, NJ | (908)713-6251 | |
| | 13-14 Glenwood Springs Rally, Denver, CO | (303)779-8739 | |
| | 14 British Car Gathering, Hellertown, PA | (610)865-3419 | |
| | 14 Euro Car Day, Williamsport, NY | (716)634-6079 | |
| | 17-21 NEMGTR CoE Mx 65, Plymouth, MA | (318)589-0962 | |
| | 20 All British Show, Victoria, BC, Canada | (250)655-4604 | |
| | 27-28 All British Meet, Chicago, CA | (916)872-7626 | |
| | 28 British Car Day, Sussex, WI | (414)321-5466 | |
| | 28 British Car Day, Bowie, MD | (703)323-1260 | |
| | 28 British Car Day, Hockessin, DE | (800)442-3279 | |
| JULY, 1998 | 5-9 Got West, Monterey, CA | (510)881-1014 | |
| | 8-12 NAMGBR "MG '98", Hagerstown, MD | (410)461-5888 | |
| | 12 British Car Day, Cincinnati, OH | (513)232-5673 | |
| | 12 Mad Dogs & Englishmen VIII, Kalamazoo, MI | (616)354-5555 | |
| | 12-15 MG V8 '98, Annapolis, MD | (440)331-4205 | |
| | 13-17 Healey West Coast Meet, Warm Springs, OR | (541)895-5576 | |
| | 16-18 Got, Central, Lawrence, KS | (785)272-7987 | |
| | 16-19 Moss Motors British Car Festival, Solvang, CA | (800)235-6954 | |
| | 17-21 NEMGTR CoE Plymouth, MA | (317)887-3867 | |
| | 18 London to Brighton Run, London, IN | (317)887-3867 | |
| | 18 Washington All-British, Redmond, WA | (425)644-7874 | |
| | 19 Tea at the Village, Howe, IN | (219)562-2703 | |
| | 21-23 NAMGBR CT 23, Chattanooga, TN | (706)375-8750 | |
| | 22-25 VTR Convention, Hudson, WI | (612)557-1949 | |

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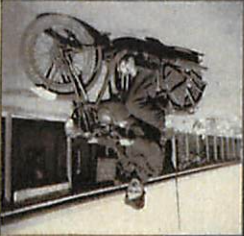
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From the Cockpit...



Everyone here at Moss Motors is getting a little more excited each day, as we enter our 50th Anniversary year. However for me personally, I can vividly remember a couple of things about 1948, which is when Al Moss opened his first shop down in Los Angeles.

First was the Berlin Airlift where as a very junior member of the Royal Air Force, any dreamer I had of emulating WWII fighter ace, Johnnie Johnson, were quickly dispelled as I shoveled loads of coal, flour, and sugar into our rickety Dakota (C-47 to you) and German population supplied on the other side of certain "curtain". You can't say we met these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this magazine are those of the authors and do not necessarily reflect the options or policies of Moss Motors.

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A MESSAGE FROM OUR PRESIDENT — GLEN ADAMS

The start of the fiftieth Anniversary year for Moss Motors, I feel it appropriate that I say a few words to our thousands of customers around the world. First, I wish to thank all our customers who support our mutual commitment to keeping British sports cars running, the hobby as we know it, would quickly become history.

Secondly, together we have already faced many challenges, and there may be even stiffer challenges ahead, but together you, the British car enthusiasts, supported by Moss Motors, will ensure that we will continue to have our beloved vehicles running well into the new millennium.

Our commitment to you, our customers, is as steadfast as ever, and together with the wealth of experience, service, and quality you have come to expect from Moss Motors, we look forward to serving you faithfully for another 50 years!

May we hope that your personal year ahead is as "golden" as ours here at Moss Motors! We wish you many happy and safe miles!

Ken Smith

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Letters

mossmotors.com

I really enjoy *Moss Motoring* magazine! Isn't it funny how this British car craze takes hold of a person? I have been messing around with these cars since high school and still can't get the bug out.

First was a 1959 TR3 in high school. I hit up Mom and Dad for money for parts. Burnt out the wiring messing with the starter button, then drove it after a major engine overhaul with two bolts in the drive shaft! You should have seen that two-part tranny jumping into the passenger side seat!

College, a 1966 MGB, real nice because someone else had done all the restoration work. I wrecked it! Lady in a Chevy pulled out in front of me. My uncle bought it from the insurance company, tried to get the frame straight and messed up his back. He still blames me for that!

1972 Spitfire, bought for \$200 after being parked in a barn for 10 years. I pulled the thing from High Point, North Carolina to Greenville, South Carolina and started in to work. Took up the carpet on the passenger side and found myself staring at the driveway. Rust!

My wife still doesn't quite understand why I spend lots of bucks on new body parts and welding rods. But, to tell the truth, I really enjoy the misery! I wonder why they built these things the way they did, with pockets for water to collect, wires that seem to go nowhere or do nothing until you cut them off. Carbs that would make a preacher cuss, and a cooling system that folk in Alaska would love. By the way, who was the masochist who came up with those fine thread nuts and bolts? I'd like to kick his boot!

—Nick Nickerson

I bought my MGB in 1973 when I was 23 years old. Having served in the armed forces in Europe I was exposed to many small cars, especially sports cars. I knew I had to have one when I got back to the States. An army friend had an Austin-Healey and with him being a good mechanic, it was tuned to the max and ran like I couldn't believe!

Trouble was, I had a 1969 Mustang Mach I, and even though I loved that car, the energy crisis was starting to build. So I traded the Mustang in on my MGB after deciding I couldn't afford a TR6. I've never regretted having my MG, but that 'Stang' sure would be worth a lot more money right now!

The first five or six years I had the MGB I drove it every day but now I drive it mostly on weekends and it's been one of the most dependable cars I've ever owned and definitely the most fun. People usu-



Clifford Gwaltney's 1973 MGB, his daughter, Jenna and the cat (left), another 1973 MGB roadster, this one is Tony Moreland's bought new (above).



ally don't believe me, when I tell them that I bought it new 24 years ago—and am still driving it—it still looks runs good!

Thanks to people like you at Moss, I can't ever see a time when my MGB will not be ready to run and go when I want it to. I'm sure you can imagine that I've only scratched the surface of what my MG has meant to me over the last twenty four years. I enjoy and look forward to *Moss Motoring*—keep up the good work!

—Tony Moreland (A loyal fan!), Eaton, Ohio

Thank you for your service and great product line for our MGB. I had ordered a very important item from one of your competitors and waited over a month, I canceled that order and received the item from you in no time at all! Can we have a few extra catalogs to give away for you at car shows? We love to let others know that we use the BEST and we don't mind advertising such an outstanding company as Moss Motors, either at work or at play.

—Clifford L. Gwaltney, Hiddenite, North Carolina

Reading Robert Goldman's adventure in the Fall Issue of *Moss Motoring* brought back quite a few memories. Our TF 1500 began living with us in a small town in Washington state in the early '70s.

Being Northwesterners we, as everyone living up there, got quite excited by a thinning in the clouds and that slight drizzle commonly known in those parts as picnic weather. On one of those exceptional days, my mother and sister, ecstatic with the fine weather, decided to drive the 50 miles to Seattle in the MG. The car, among other things such as a front bumper, lacked a top. Somehow the brightness of the day caused these two fine women to forget that such weather is only a brief interlude of dryness in otherwise liquid sunshine. On the way home, the night fell, and with the night, the rain!

A thirty minute search, accompanied by much trial and error located the switch for the headlamps. Alas, the wiper switch(es) were never found! So they motored the fifty miles home, my sister bravely standing up and leaning over the windscreen, wiping it clear with a stocking hat she had found behind the seat as my mother drove determinedly onward. The very next day my father began to disassemble the car for a complete frame-off restoration.

—Brant W. Brant, New Mexico

A few years back I inherited the car, and the poor thing is still in boxes, bags and cans. I hope it will soon return to the open road with its top and bumper fitted and a driver who knows where the wiper switches are!

Please find enclosed a photograph of our 1952 MG TD which is very original and famous in our locality, due to its rarity. The photo shows the car in the "Fiesta de las Flores"

held in Medellin last August where it attained first prize.

Our thanks are due to Moss Motors for the expeditious shipping and fine parts. For all these reasons we salute and thank you.

Agradeciendoles su maravillosa atención con un saludo amigable!

Atentamente,
—Ignacio Velez Calle and Martha De Velez, Medellin, Colombia



The MG TD of Ignacio Velez Calle and Martha De Velez (right), the start of the 1000 Miglia in Patagonia (above).

The South American connection continues—from Colombia we go to Argentina...

The "1000 Miglia" race for antique cars was held for the second time in Patagonia, Argentina during the first weekend of November last year. The race consisted of 220 teams, contained 16 MGs, 13 Triumphs, and 7 Austin-Healeys among many other fine British cars.

Starting and finishing at San Carlos de Bariloche, the event is for sports cars built from 1927 to 1976, and the race consists of three main stages of 12 hours each, with the longest stage being some 650 km in length. In the field several notables took part including Jacky Ickx and Carlos Reutemann both ex-Formula One drivers in Porsches.

In their particular class, E2, the thousand mile race was eventually won by Cane and Galliani from Italy piloting a 1958 Porsche 356 Speedster, closely followed by the Sanchez-Zinny Team and the Nemes from Argentina, both in 1960 Triumph TR3s! Yet another TR3 took seventh place with Swoboda and Horburgh at the helm. The highest placed Jaguar was a 1952 XK120 which came in fourth.

—Julius Barsi, Bariloche, Argentina

Of late I have been hearing a lot about the undriveability of British cars in the winter, especially MGBs. I have not experienced this problem. I live in Northeast Colorado, own two '68 MGBs and drive them year round. The only time mine wouldn't start was when it dropped to -30°! I also worked in Wyoming a few years ago and my '68 'B was my only means of transportation. During a two week cold spell when it

averaged -19° during the day, it ran every time I tried it.

The heater of course, leaves something to be desired, but then again you can always put on more clothes! During the winter my '77 MGB makes monthly trips to Denver for concerts at a church and always runs just fine. So I just don't understand why some people say they can't drive their MG in the winter. Can anyone explain why?

I have enjoyed the services of Moss Motors for about six years now and I was glad to find a reliable source for MG parts. I was becoming very tired of hearing, "you want a what, for a what?!" Thanks and keep up the good work.

—Timothy M. Patzkowsky, Colorado



Just a short note to express my thanks for the very informative articles relating to smog check which have appeared in *Moss Motoring*. My '70 MGB was due

this year and for the past several months I have been living in fear of the dreaded scarlet "P". After digesting all the data published in *Moss Motoring* on how to reduce emissions, I took wrench in hand and went to work. New plugs gapped .010 over were installed, valves were loosened to .018, timing was retarded 3 degrees, new 20-50 oil was put in with a fresh tank of petrol, a new air pump filter installed and the carburetors were leaned out.

I had requested a pre-test before the data was sent to Sacramento—an additional expense but well worth it. The only glitch was a relatively high idle which we dropped to about 950 rpm. When all was set the switch was thrown and lo and behold, emissions were almost non-existent! At 2500 rpm, HC measured at 20 ppm (600 allowed) and CO% was .09 (4.50 allowed!). Needless to say I was elated, and these numbers were a substantial improvement over the measured emissions of two years ago.

Although the valve clatter is taking a while to get used to, I am now convinced our British cars can keep motoring down California's highways. Thanks for keeping us all informed.

—Mark Young, Sebastopol, California

(Well Mark, since the Governor signed SB42, your 1970 MGB will have no further need to jump through the hoops. We print this in the hope that it might help others across the country get through their smog tangle. We'll keep you informed, bet your life on it!—Ed.)

??? mystery car corner ???

Once again we're off on another round of "Whathehelizat?!" Can you identify the British sports car shown here? Send your answer on a postcard only, please, to: Moss Motoring Mystery Car



Contest, 440 Rutherford Street, Goleta, CA 93117 to arrive not later than March 31, 1998. The first correct entry picked out of our Castrol drum will receive a \$25 Moss Gift Certificate. In the Summer Issue of *Moss Motoring* we promise to bring you the full story behind this Mystery Car!

50th Anniversaries and Several Other Matters

At Full Chat

BY HARRY NEWTON



Harry Newton's old
#150 Jaguar.

There has been quite a lot of recent correspondence between my headquarters here in Marina Del Rey, California and England, Australia, and Louisiana! The subject being the XK120's Fiftieth Anniversary. Jeremy Broad, a Jaguar spares specialist in England is organizing a gathering of early aluminum bodied examples for some sort of festivities at Downton Park in June. As a former owner of Broad's own "ali" car, #150, I have a keener than normal interest in these doings.

It might be noted that there are a number of other anniversaries being celebrated in 1998...including that of Moss Motors! Your editor has kept me up to speed on this milestone event. Also marking their fiftieth are Porsche, Ford F-Series Trucks (whose cumulative production, incidentally, exceeds the VW Beetle's 26,000,000!), and *Hot Rod* magazine, flagship of the Petersen Publishing empire. I wonder how many MGs, Triumphs, Jags, and Healesys have appeared in that magazine over the years?



Half a century of Minors!

Thanks also to Rick Feibusch, I am reminded to include both the Morris Minor and Land Rover as models celebrating their half-century milestone. Feibusch, who owns several Minors, plans to mark the anniversary by spending a few weeks in England where he and Caroline will take part in a number of celebratory events. These days Morris Minors appeal to pretty much the

...the improbable Morris being flogged
around the tight circuit...

same crowds as when they were new. My own Morris memories include driving Betty to New Rochelle Hospital for the delivery of son number two, Brian, in 1958, as well as driving the "packing crate" in a gymkhana at Travers Island the same year! Ed Tripp and Dick Beers also competed at the wheel of the Traveller,

turning in faster times than YT...which, considering that I was making the monthly payments is perfectly understandable!

Chuck Kirkbride, ex-Goodyear, ex-Kleber, reminded me recently that he was a spectator at that event and vividly recalls seeing the improbable Morris being flogged around the tight circuit, assuming some frightening postures in the process! Wil Tallmadge also had a Minor Traveller, fitted with a supercharger, probably a Judson...the device raised that particular car's performance from downright slow to leisurely.

On the other hand, a vehicle that initially found the African Veldt and the Scottish Highlands as its primary markets, Land (Range) Rover, now has staked out Rodeo Drive and Worth Avenue as its hunting ground. (Even though the Santa Barbara/Goleta area still has the highest sales per capita of Range Rovers in the US!—Ed.)

During the Christmas holiday season I spent some time researching a piece on the very sporty, yet equally elegant, Jaguar MkII Sedan series that were produced from 1959 to 1967. I knew I was on the right track when the Jaguar Cars' Christmas card arrived...it seems they too recognized the significant role these compact sports sedans played in the company history.

Then, at the press reception Jaguar held at the 1998 Greater Los Angeles Auto Show, where the new supercharged XJR was named *Robb Report* magazine's 'Car of the Year', we again were reminded that sedans not only are the life-blood of most auto companies, they can also be great driving experiences. During the Q & A session that followed the award, one journalist asked why no manual transmission was available. The Jaguar spokesperson replied that these devices just don't sell in sufficient numbers to be considered a viable proposition, sales of the most recent stick-shift XK8 offered in this country barely made it into three figures. Even the XK8 for the home market and Europe (Saudi Arabia, as well, I guess) no longer is offered with that option. Lamentable!

During the Q&A that followed the award, one journalist
asked why no manual transmission was available.

My train of thought continued on the transmission situation, and I was struck by the possibility that this might be explained, to some extent at least, by recognizing just how good automatics have become. While that is certainly true, a perfect upshift or downshift executed by a modern-day gearbox following the instructions of a computer, that can analyze the myriad forces of acceleration, slippage, side loads, weight transfers, even driving style, in a nano-second is still depriving me of the opportunity to attempt the same. Even if I can't match that perfection, I still want the option of being able to try to do so!

A third Jaguar related item came my way over the holiday season, this being related to the new Jaguar Daimler Heritage Trust Museum situated at Brown's Lane. It seems that Allen Lloyd, a Jaguar collector of some renown, has donated his forty car collection to the museum, which expressed its gratitude by naming him President of the Trust. Included among Mr. Lloyd's cars were a number of truly important items; an ex-works, ex-Stirling Moss MkVII, the ex-Appleby SS100 rally car, an XKSS bearing the British license plate "JAG 1"...and a pair of Coombs MkII sedans.

Prior to embarking upon the MkII feature article, the Coombs name might have gone unnoticed. John Coombs (Coombs of Gullford) modified Jaguar sedans for racing and then secured the services of top rank drivers such as Graham Hill and Roy Salvadori who competed against other Jaguars driven by the likes of Bruce McClaren, John Surtees, Mike Parkes, Jack Sears and other equally recognized drivers. Particularly successful was the German team of Peter Linder and Peter Nocker whose cars were prepared by the Linder-



owned German Jaguar distributorship. Meanwhile, in this country, at Sebring in 1959, Walt Hansgen was the winner driving a factory prepared 3.4 Jaguar.

Some *Mass Motoring* readers will recall our report last year on the introduction of the Jaguar XK8, a model that has proved enormously successful, and which appears to have provided the impetus for several competing high-line nameplates to accelerate their programs to introduce similar models. At the same time, over dinner in New York, your scribe had a most pleasant and informative conversation with XK8 development engineer, Bob Dover. Then reading a recent edition of *USA Today*, Dover's name jumped out at me...identified as the CEO of Aston Martin! It appears that Ford, owner of Jaguar and Aston Martin, has found a way to recognize superior achievement. This by the way, should come as welcome news to Daimler SP250 owners; after all Bob Dover is "one of them!"

Finally, for the past eighteen years, a group of dedicated Southern California enthusiasts have spent New Year's Day motoring up the Malibu Coast and back down Mulholland Highway to Topanga. The 1998 Tour De Mulholland brought out the largest number of vehicles ever, some 43 cars taking part. Rolls Royce, Bentley, Morgan and Lotus are some nameplates with which most of us are familiar but other well known models included an Austin Mini-Cooper S, a Morris Minor 1000, a just restored MG TF 1500, a Jaguar XK120 roadster in remarkable original condition, plus a pair of Sunbeam Alpines. A rare and magnificent pre-war Riley MPH Roadster completed the British presence.

Perhaps by the time this report appears in print we will know which company, probably BMW or VW, has won the sweepstakes to become the new owner of Rolls Royce. Will the Union Jack be flown at half mast? (Or even upside down!—Ed.)





Jag-Yew-Aars!

John Sprinzel

When World War II ended, my Dad was 45 years old. He couldn't drive and decided our family needed a car. Somehow, someone persuaded him that a Jaguar was just the thing for him, and this wonderful black beastie appeared outside our garage-less suburban semi-detached home. To this 14-year-old, the Jaguar SS1 was just magnificent. I think it was called an Airline Coupe, with a long, ventilated bonnet and a superbly rounded two-door four-passenger cabin. The inside had the odor that only well-worn leather and hot oil can produce, and the sounds were incredible. I think that was the moment I really fell in love with the "motor car".

Two things had to be done. First, Dad had to learn to drive, and luckily a friend by the name of Bill Mason was the chief instructor of the skidpad at the nearby Police Driving School. In between bouts of teaching eager young lawmen the art of car chases on icy roads, he not only taught Dad to drive, but also persuaded him that the Jag was probably the least suitable car for him to own. Pity that, but probably just as well. The second was to build a garage, which came in very useful when I later decided to build my own car!

A few years later I moved into my first apartment, which used to be occupied by a Casonova, artist and sculptor who was responsible for most of the flying ducks that adorned many British living room walls. In the lock-up garage under the flat, he stored his car to keep it from the repo-men. This was another magical Jag—an SS100 sports car—which made it difficult for me to sleep, thinking of the treasures which lurked below the bedroom floor. While the repo-men finally took it away, it was a very exciting car, especially in those dreary post-war years. My chum Michael Turner, the well-known motoring artist owns one of these rare cars to this day, and is just in the process of restoring it.

While I didn't get close to many Jags in the ensuing years, the introduction of the XK120, and the record-breaking runs over the Belgian Jabekke Autoroute, gave them plenty of publicity. Ian Appleyard took his famous XK on the Alpine Rally in one of Europe's toughest motoring challenges of the day and managed three years of consecutive penalty-free runs to gain the first-ever Alpine Gold Cup. (Stirling Moss won the only other "Gold", awarded a few years later in the Sunbeam

cars.) I had just started rallying myself, and this feat put Jaguars back at the front of my wish list, even if they were out of reach of my budget.

Soon the Jaguar team, with C and D-types, were the front runners at LeMans, giving Ferrari and Mercedes a lot to think about, and even winning a couple of times. In later years, when my partner Paul Hawkins began to carve a successful career in various forms of motor racing, he invested his "winnings" in a couple of D-types, which would have provided a comfortable retirement had he not been so tragically killed at Oulton Park in the awesome works Lola T70.

In 1957 I started racing my little Austin A35 and in the first British Saloon Car Championship, managed to lead the series most of the way through the season. My main competitors were Jack Sears in his Austin A105 (which finally won the Championship), Tommy Sopwith and Sir Gawaine Bailey in 3.4 Jaguars. Points were awarded on the basis of placing in the four capacity classes.

These Jags used to pass my tiny Austin every few laps or so, and they caused such a shockwave as they blasted past, that it was often quite hard to keep it on the track! Unfortunately, I missed one fastest lap at Mallory Park, dropping me out of the lead. Sopwith and Sears tied for first place, and the Championship was decided on a two-race shoot-out in Riley 1.5s, which neither driver had ever raced. By changing cars in-between races, this was quite a fair decider. In one post-season race, I did have my revenge on the two Jags. I

had built a super-charged A35 road car for a friend, and he kindly lent it to me for the annual Boxing Day (Christmas) Race at Brands Hatch. With all this extra power, I had equaled the lap record in qualifying, and was on the front row between the two Jags. At the drop of the flag, I was off, and into the first corner ahead of Tommy and Gawaine, which not only gave me some satisfaction, but also made the evening TV news

reports, as it wasn't often that anything appeared ahead of those two Jaguars!

Finally, I did get a Jaguar of my own. By this time the 3.8 Mark II version had been introduced, which had the wider rear track to greatly improve roadholding, and—to my mind—appearance. The original version always seemed a little cramped to my eye. While this purchase was mainly as a road car to enjoy on the weekend journey up the Motorway to my little country cottage retreat, the idea of taking such a comfortable car onto a rally was always a temptation. I used to drive my smart 3.8 to the local village pub near where I lived and where I often met "Lofty" England for a drink. He had been the factory Competition Manager through all their great successes and was now one of the bosses. Finally, I succumbed and entered a rally. I sent my car to Bob Berry, a well-known Jag driver who was now in charge of competition preparation at the Jaguar factory, and had him do his magic for me to compete in the Tulip Rally. In all the previous years, my rally cars were the barest, stripped-down competition tools, built only with the object of winning. Now I had this most comfortable sedan, with leather trim, radio and air conditioning and with all this extra power and road-holding into the bargain. I remember crossing the finish line on the first speed test of the event at over 130 miles per hour, but even this was not to be enough, as my pal Henri Greder had arrived with one of the factory Ford Falcons. I had driven one of the in a Monte Carlo Rally and was amazed at the performance of the huge Holman and Moody V8 engines in a very light-weight fiberglass body. Our stock model didn't have much of a hope against the power of the Ford factory, but I can bet we were far more comfortable listening to the music amidst the luxurious leather of my commuter car!



Willy Cave, one of Britain's top rally co-drivers, visited Hawaii and posed for this shot with John Sprinzel's Sprite. The de-seamed bodywork can be seen quite clearly.

CROSSWORD ANSAS!



Well, we hoped you all enjoyed our little puzzle in the last issue. We now bring you the answers to the clues and announce our winner as John Walker from Gladstone, Oregon who will receive a \$25 Moss Motors Gift Certificate!

ACROSS

5. DOG
7. GIMCELOTTI
11. TD
13. IN
14. AIR
16. BRG
17. RED
18. SPANNER
20. DUE
21. CROSS
22. SILL
23. CLOCK

26. WEST
28. AVE
30. BURL
31. CRANK
32. GRIT
35. NO
36. HOOD
37. AXLE
38. TRFIVE
39. AC or DC
40. FREEZE

DOWN

1. MG
2. WING
3. LH or RH
4. LORD
5. DIPPER
6. GT
8. MIRACLE
9. EARLSCOURT
10. LIE
12. DERELICT
15. ENGINE
18. SU
19. BOAT
20. DMC
24. OILS
25. KNOCKOFF
26. WIRING
27. STAG
29. VINTAGE
33. INFO
34. BLUE
36. HEN
38. TC



Parlez-Vous Francais?

As many of our valued customers are aware, we have people in our order department who are fluent in Spanish, German and other languages. Following a visit by our Eastern Region Manager, Joe Capela to Quebec, where he was warmly welcomed, we are now able to offer our French speaking customers the opportunity to converse with us in their own tongue. Should you wish to place an order or make an inquiry in French, please contact Veronique Durham at 800-235-6954, Extension 3101.

Tout comme une majorité de notre clientèle étrangère, vous savez peut-être déjà que nous offrons nos services dans plusieurs langues (Espagnol, Allemand, Chinois...). Mais savez-vous que nous parlons également Français?

Après avoir été chaleureusement accueilli au Québec lors de sa dernière visite, notre responsable régional pour la Côte Est, Joe Capela, a réalisé l'ampleur d'un tel bénéfice pour notre clientèle francophone. Nous sommes heureux de pouvoir aujourd'hui répondre à toutes vos questions dans votre langue maternelle!

Si vous désirez passer une commande auprès de notre compagnie, ou si tout simplement vous avez besoin d'obtenir quelques renseignements sur notre gamme de produits, n'hésitez pas à contacter Véronique Durham au (800)235-6954, poste 3101. Je me ferai un plaisir de venir à votre service.

En espérant avoir de vos nouvelles très prochainement, toute l'équipe de Moss Motors se joint à moi pour vous souhaiter la bienvenue.

Véronique Durham
Assistante au département des ventes



Book Review

The MGA Restoration Guide
by Malcolm Green
(Moss #212-965 \$29.95)



Covering 1960, 1961, 1962 and 1963 MGA Roadsters and Coupes from 1960 to 1962. Detailed information on interior and trunk, steering system, oil filter, the production changes, color schemes and history.

complete and extremely detailed guide to your MGA, enabling you to either bring it back to original condition, or undertake a running rebuild.

The author's vast knowledge from years of first hand experience is quite evident as he guides you through the restoration process with the help of photographs, drawings and detailed descriptions of each step. He also gives a very brief history of the car, just enough to explain the reasons

for the development and later changes during production. Also covered is how the car was accepted by the public and the auto industry with comments extracted from test reports of the leading auto magazines of the period.

Why you might choose an MGA and which model will fit your personal tastes is covered by comparing the characteristics of each model. Once the type of MGA is selected the things to look for prior to purchase are outlined along with an idea of what it might require, and cost, to restore.

One of the biggest decisions for me has always been where to start, but the step-by-step instructions make this a simple task. It takes you through engine rebuilding, body, chassis, interior, and suspension along with the pros and cons of keeping the car completely original or where modifications might be employed. Even a chapter on aftermarket accessories and options is included.

This book is a must for anyone thinking about doing any work on an MGA. It made me personally change my whole strategy, but now with my newfound confidence, I'm ready and can hardly wait to get started!

Review by Doug Sampson, Des Moines, Iowa



Moss Motors, Ltd. The First Fifty Years Part II

In our last issue we described the genesis of Moss Motors fifty years ago and how Al Moss built up the business to become the leading supplier of British sports car spares in the USA—a factor which still appertains to this day. We now bring the story up to date, in this our Golden Jubilee year.

By 1978 Moss Motors was supplying parts for British cars to customers all over the world. It was a big business that had become more work than fun for Al. When Howard Goldman



offered to buy the business, Al took him up on the offer, and went into semi-retirement. Al nowadays spends much of his time restoring (and racing) his collection of vintage British sports cars.

The space situation at the Dawson Avenue facility had become critical, soon after Howard took over, M. moved to its long-standing location at 7200 Hollister Avenue in Goleta. The machine shop moved from Dawson Avenue into a much larger facility close by. Moss continued to revise and update its catalogs, and the inventory continued to expand as more products were either manufactured in-house, sourced to the original manufacturer, or reproduced.

At the same time, there was growing concern that the tremendous historical assets of the British automotive industry would be lost unless action was taken to preserve them. The British Motor Industry Heritage

Trust (BMIHT) was formed as a non-profit organization dedicated to the preservation of material relating to all types of British motor vehicles. The organization now maintains the Heritage Museum at Gaydon and archives that include historical documents and over 2 million technical drawings and blueprints. British Motor Heritage works closely with Rover Cars PLC (formerly British Leyland) to continue the supply of factory original parts.

Frequently, original tooling is transferred to small firms that will continue to make the parts in smaller production runs. These parts are then distributed through a small group of firms, each appointed as a "British Motor Heritage Approved Supplier and Manufacturer." Moss Motors was a charter member of this organization, and the first in the United States.



By 1980, it became clear that there was a need for restoration-quality upholstery kits. Moss opened a complete upholstery manufacturing facility north of Goleta. There, original cars were carefully stripped of their upholstery, which was then taken apart a seam at a time. From these original examples permanent patterns were made, and the shop went into production, making seats, panels, tonneau covers, and carpet sets.

In late 1982, Moss opened its first facility on the East Coast in New Jersey. This combined warehouse and showroom provided Moss with the ability to ship product more quickly to customers in the East. In 1983, Moss acquired a company called "Start Your Engines" of 'tsville, Maryland. They were one of pioneering Triumph parts and restoration specialists, and the acquisition allowed Moss to expand its Triumph range. More importantly, a number of the staff stayed on, bringing their expertise with them.

By 1988, Moss was one of the largest suppliers of vintage British sports car spares. The sales staff had grown from one to 181, and 12,000 square feet had been added to the main warehouse in Goleta. We had moved our New Jersey warehouse twice, finally settling in a modern industrial park in Dover, New Jersey. That same year, Rover Cars PLC (formerly known as British Leyland) decided to cease distributing factory parts through their facilities in New Jersey and California. They offered to sell off their entire multi-million dollar inventory of "obsolete" spares, and Moss bought the lot. It took months to process the transfer of inventory, which was shipped in eight 40-foot containers, each one packed to the roof. In 1992, Moss Motors became the Rover Parts Distributor for Canada.

In 1995 space had again become a major problem for the company and relocation was undertaken to downtown Goleta and the current Moss premises at Rutherford Street. The upholstery division was also brought in and today the corporate headquarters, sales division, warehouse and machine shop are virtually under the same roof.

Moss Today

With over 150 dedicated employees at 4 locations in the USA, Moss Motors has grown tremendously since 1948. Considering for a moment that Moss deals mainly with parts for a limited range of old British sports cars, it seems improbable that there would be enough business to keep it going. Surprisingly, current estimates indicate that there are 500,000 MGs, Triumphs, and Healeys either on the road or in somebody's garage. About half of these are in North America. Out of the 49,264 MG TCs, TDs, and TFs produced, it is estimated that 30,000 are still around. That's phenomenal—we're talking about cars that are 50 years old—like the company! The reason the business exists is that people, for lots of different reasons, like old British sports cars.

The operations at Moss are dependent upon a steady supply of parts, many of them long since discontinued by the original manufacturer. One key to the success and survival of the company has been the aggressive efforts of the Product Development Team in the United States and England. Although nobody has kept an accurate count, Moss manufactures between 2000 and 3000 parts. The list includes everything from the crankshaft for the T-Series men-

tioned earlier, to pistons for MGs and Healeys, the first gear assembly for the TR2-3, steering wheels for the MG TD, TF, 'A, 'B, Austin-Healey, and TR2-3, turn signal switches, headlamp assemblies, driving lamps, and body panels. In addition to outright manufacturing, Moss has sourced between 1500 and 2000 items to the original manufacturers. By negotiating for limited production runs, Moss has brought these discontinued items "back to life". Moss also has provided extensive support to British Motor Heritage with the Body Shell Programs, and by doing so Moss has indirectly contributed to the production of hundreds of other items.

Moss Operations

It's not enough to have the ability to produce parts. As a business, Moss is dependent on the smooth cooperation of many people in many departments. It is impossible to separate the departments from the people that do the work, for it is in its staff that Moss has its real strength. Product Development relies on the combined talents of many people. Purchasing at Moss is another behind the scenes operation. Together, our team of experienced individuals in purchasing monitors the status of the 26,000 parts Moss stocks, and the status of every foreign order. They're also responsible for keeping the shelves stocked in a timely manner.

Customers call Moss on the toll-free line (or use fax or e-mail) to place their orders. Seven days a week the Sales/Customer Service Staff take the orders and technical inquiries. The orders are then transmitted to the warehouse. There are three main operations going on in the warehouse: receiving goods, order processing, and shipping. The Moss crew unpack and inspect all incoming shipments. Every shipment is compared against the original purchase order, and the goods are labeled, then put up on the shelf. We receive

please turn to page 31



COME CELEBRATE WITH US!
Moss Motors Invites You to **TWO** Great Events....



**BRITISH CAR
EXTRAVAGANZA!**

**MOSS
BRITISH CAR
EXTRAVAGANZA**

MAY 2 & 3, 1998

For the third successive year Moss Motors is delighted to announce their British Extravaganza MkIII at Buttonwillow Raceway Park in the San Joaquin Valley of Central California.

Once again attendees will be able to sample the thrill of two days of wheel-to-wheel racing provided by the Vintage Auto Racing Association drivers in the cars you know and love! Feature races for the 200 competition cars expected will include the MG/Triumph Challenge and the Sprite/Mini Challenge, in addition to the rolling thunder of the big stuff! Access to the paddock and track is yours for the weekend. All British cars will be welcomed in addition to classic pre-war vehicles such as Morgan three-wheelers, Austins, and MGs.

In addition, the opportunity to drive the three-mile-long track for 20 minutes in your own car will be afforded to all registrants to the meeting!

Special areas will be set aside for individual clubs to gather and there will be the Moss-sponsored Car Show on Sunday for British classics. Vendors will also be present displaying a wide range of auto and racing related products. Souvenir dash plaques and T-shirts will also be available and with Moss celebrating its Fiftieth Anniversary, we will have a few surprises of our own to delight you!



1948



Again there will be a super prize draw and raffle to benefit the Boys & Girls Club—last year we raised \$17,500 for this worthy cause! The Grand Prize in the drawing this year will be a 1974 2-liter Alfa Romeo Spyder! As in previous years, it is expected that Wes Selvedge, U.S. Aerobatics Champion will join us in the sky flying his Pitts Special to provide that added touch of excitement!

The magnificent Saturday night Tri-Tip Bar-B-Que and all entertainment (featuring the infamous "Corner Workers" karaoke) is included in the cost of admission which for the whole two days is a measly \$25 providing you arrive in a British car!

Free camping is permitted and there are spaces for your RV or camper. There are also several hotels in the area offering inexpensive accommodations.

Buttonwillow is situated just one mile west of Interstate 5. An easy two hour drive north of Los Angeles and a leisurely three hour drive south of San Jose. For more details call Moss at (800)472-9445 or write for registration forms to Dan Longacre, 30131 Town Center Drive, Laguna Niguel, California 92677.

HONORING FIFTY YEARS
of **Service, Quality and Commitment...**

1998



**MOSS 50th ANNIVERSARY
FESTIVAL**

JULY 16-19, 1998

What more can we say? Ask anyone who's been—they'll tell you it's the greatest British car event you could ever wish to go to!

For the sixth year Moss Motors invites you to join us at the beautiful Flag is Up Farms, in the Santa Ynez Valley of Southern California, for our annual summer weekend of fun and frolics! All the usual (and some unusual!) activities regular attendees have grown to know and love will again be staged, including:

- The Santa Ynez Wine Country Rally
- The Santa Ynez TSD Rally (for the committed enthusiast!)
- The Hard Surface Slalom at Santa Ynez Airport
- The hilarious Grass Funkhana under the floodlights
- The Moss Pinewood Derby
- The super Sunday Car Show with great trophies
- Have your car's performance tested on Oscar Jackson's DynoJet Dynamometer
- Car Club Areas—set up your own shop and get new members
- Hayrides around the hundreds of acres of the superb ranch
- Shopping trips to the unique Danish village of Solvang (transport provided)



- Guided tours to Moss Corporate Headquarters in Goleta (your car or our bus!)
- Really great ranch food (hot breakfasts—great lunches—delicious dinners!)
- Karaoke Night with dancing under the stars.
- Special "Safe Kids" Program (We'll take the little beggars off your hands for a while!)
- The Moss Boutique will again be on site for instant ordering with great discounts, delivery to you at the ranch, or free shipping to your home where appropriate.
- Again, as in past years, we are delighted to welcome our prime sponsor *British Airways* who have kindly donated two pair of complimentary round-trip tickets to England for the successful entrant in our Free Festival Drawing!



Now for the really great news! All of the above comes to you with the compliments of Moss Motors celebrating their Golden Anniversary! Yes! Entry to this year's Festival is FREE—providing you come in a British car!

However, meals and accommodations are your responsibility. You can stay at one of the splendid local hotels in Buellton or Solvang or camp at the ranch itself. You can bring your RV, trailer, wife, kids, and significant other. However, because of the multitude of thoroughbred horses around the ranch we regret no dogs are allowed.

We hope to see you there and remember, this is an event for all the family, held in one of the most delightful parts of the country you could ever wish to visit. By the way, Flag is Up Farms is owned by Monty Roberts author of the best selling book, *The Man Who Listens to Horses*. Who knows you may even see him in action? Again, JULY 16-19, 1998 and entry to the Festival is FREE! What more can you ask? Call us now at (800)472-9445 for details.



Once again our team of judges burned the midnight oil and struggled to find the winners of the Moss Motoring 1997 Photo Contest. It's never easy, but this year there were so many terrific photos that it was doubly difficult to make a selection. However we got the judiciary to make up their minds and arrive at a consensus! The results are given here, and we had to give out some honorable mentions, after all, the entries were so good! If you entered and weren't successful then please try again in 1998. To all the successful entrants we offer our sincere congratulations and by now, they should already have received their gift certificates!

Best Overall Presentation of a British Sports Car

First Place: "A Touch of Class", Matt and Ken Davis, Avon, IL
Second Place: "Soil Away", Dan Robinson, Pacifico, CA
Honorable Mention: "Japanese Spirit", Ioru Nekro, Yamomashi-ken, Japan



1st



HM



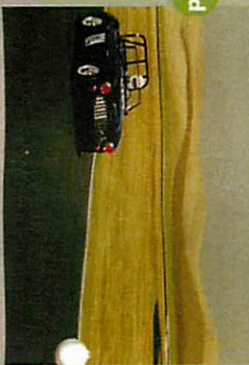
2nd



1st



HM



2nd

This Sporting Life

First Place: "Hot Off the Line", Dennis Ward, Lewisberry, PA
Second Place: "Desert Speed", Frank Castello, Oroville, CA
Honorable Mention: "Triumphs in the Rockies", Kevin St. James, Colorado Springs, CO



2nd



HM



1st



HM



1st

Kids, Cats, and Canines

First Place: "I Tell You—I'll Be a 110!", Pam Hanson, Edmonon, Ont., Canada
Second Place: "Her to the Healy", John Steck, Clayton, OH
Honorable Mention: "Come on Butter—Let's Go!", Doug McCord, Exton, PA

Humor

First Place: "My Name is Bond, Jane Bond", Robert Burns, Breckenridge, CO
Second Place: "Been There—Done That!", D & K Alverdi, Derry, NH
Honorable Mention: "Mini-Mini", Bill Lischak, Liverpool, NY
Honorable Mention: "Flying High", Richard and Katherine Caldwell, Aburris, PA



2nd



HM



A part of the Morris Minor Owners' Club stand—Yes, they really did use Morris Minors as police cars in England in the late 1960's!

We British Do It in the Winter Too!

Bill Piggott

Following my article in the last issue of *Moss Motoring* in which I recounted tales of the TR Register's huge summer show, I feel that a few words about what we British get up to with our classic cars during the notoriously wet and windy English winter season might be of interest. Not being blessed with almost permanent summer like the Californians, we have to find other ways to exercise our classics in the winter, as well as just polishing them in their garages and putting right the ravages of a summer's use.

The obvious way of doing this is to find a very large, weatherproof, covered area, and fill it with interesting vehicles and interesting people, charge the public to look at the cars, and hopefully cover the costs, and this is just what the November classic car show at the National Exhibition Centre near Birmingham aims to do. Birmingham is ideally located, almost in the centre of England, close by a motorway (free-way) crossroads, an international airport and a major rail station, with all the facilities of a million-plus population city close by. No doubt these are the factors that led to the National Exhibition Centre (NEC) being established at this spot around 20 years ago. Since that time, it had grown every year, and now boasts 12 vast halls, each one nearly the size of a couple of football fields. The whole complex includes parkland, lakes, hotels, pubs, a sophisticated road system with its own bus service, plus around a dozen huge car parks capable in total of accommodating around 20,000 vehicles.

The autumn Classic Car Show, with about a dozen successful years behind it, takes up two of the largest exhibition halls, and is open on both Saturday and Sunday. Organizational build-up to the show commences for exhibiting clubs and traders many months before, although the physical build-up of the stands takes place largely on the Friday immediately preceding, when feverish activity is evident on all fronts. This year it rained practically all day Friday, so classic cars arrived dripping wet, mainly under their own power, but some on trailers! A vast army of helpers, mainly unpaid volunteers from the 100 or so car clubs involved, maneuvered cars into the exhibition halls, dried them off and commenced polishing, whilst the classic car traders and autojumblers, tried to find ways inside to their pitches to offload motoring goodies of all sorts. The whole scene at 6:00 pm on Friday evening was to the untutored eye,

one of disorganized chaos, but come 9:00 am on Saturday, the amazing transformation that had taken place overnight was apparent, the whole scene in the two halls being, as intended, just as if one had stepped back 30 or 40 years to the Earl's Court motor shows of the 1950s or '60s. Indeed the large fabric banners hanging from the roof announced the names and depicted the badges of almost all the car marques of the period. At an impressionable age, I was taken by my father to the 1955 Earl's Court Show and the sense of *deja'vu* created for this enthusiast, at least, was uncanny.

Clubs and traders go to amazing lengths to create interesting and professional displays on their stands, all the paraphernalia of smart exhibition equipment being employed. Raised daises, balustrades, showboards, carpet tiles to cover the entire floor area of a stand, banks of flowers and photographs, counters, book and badge displays, garments of all types depicting the favored make, spotlighting, video projections and much more besides. The whole display looked most professional, despite being largely assembled and arranged by amateur volunteers. Prizes are offered for the best stands, and competition is keen. Mannequins dressed in period clothes are employed on many displays, and on others, the club officials themselves dress appropriately for the period of their vehicles.

With something approaching 100 clubs taking part, each showing a minimum of two vehicles, and some up to eight or more, there were plenty of cars to see—almost too many in fact, and even if one attended for two full days, I doubt whether every car would be viewed. In addition to the car club displays, many traders showed beautifully original or restored cars for sale, plus there were a large number of classics entered in the auction that takes place as part of the show. In total, I would estimate that around 500 cars of interest of all types were on display in those two halls!

A vast army of helpers, mainly unpaid volunteers from the 100 or so car clubs involved...

Pride of place in the centre of one of the halls goes to the winner of last year's "Club of the Year" Award; this year it was the turn of the Morris Minor Owner's Club, who won the 1996 title, and were rewarded with space to show around a dozen of these much loved cars. I'm pleased to say that my own club, the TR Register, has won the 1997 "Club of the Year" Award, and we are thus already planning our stand which will appear at the 1998 show.

Traders of all types abound, from the 'one-man band', semi-professional autojumbler selling new old-stock spares or



TS2, the second TR ever built, and the TR Register's next project car, is shown stripped and unrestored at the N.E.C. show, November, 1977.



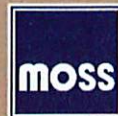
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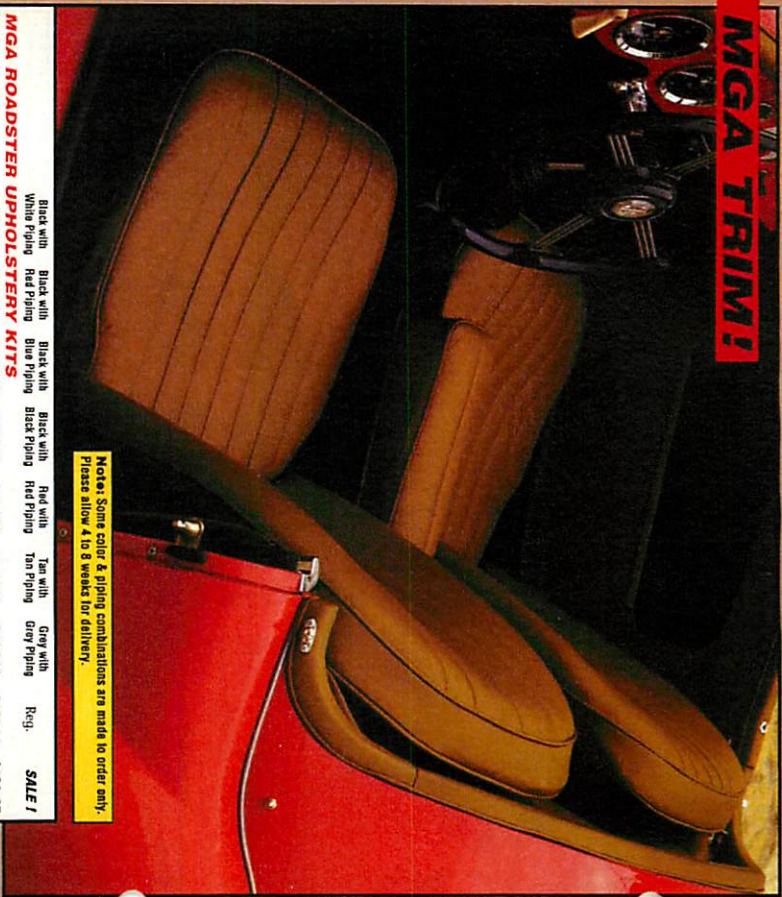
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16 A

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| Deluxe Vinyl Panel Kit | 246-330 | 246-320 | 246-340 | 246-310 | 246-350 | 246-360 | 246-365 | \$289.95 | \$228.95 |
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| Deluxe Vinyl Panel Kit | 246-390 | 246-380 | | 246-370 | 246-410 | 246-420 | 246-425 | \$329.95 | \$289.95 |

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Completely pre-cut and sewn, ready for installation.
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| 1600 from (C)/82/30 & NALLI | 243-285 | 243-305 | 243-295 |



MGA TOPS

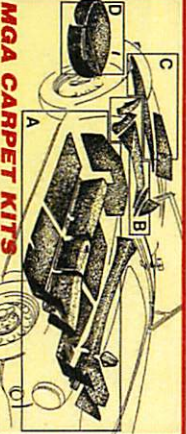
Moss MGA tops are in a class by themselves, providing a perfect fit and years of satisfaction. Vinyl tops are produced by Robbins and have dielectrically welded windows. Stayfast canvas tops, manufactured in our own shop, feature rear windows that are sewn and double-bound in the very best European manner.

| Top Name | Reg. | SALE! |
|----------------------------------|---------|------------------|
| BLACK VINYL TOPS | | |
| One window, early 1500 | 242-330 | \$249.95 *209.95 |
| 3 window, late 1500-1600 | 242-310 | \$249.95 *209.95 |
| 3 window, NALLI | 242-950 | \$249.95 *214.95 |
| WHITE VINYL TOPS | | |
| 3 window, late 1500-1600 | 242-320 | \$249.95 *209.95 |
| TAN STAYFAST CLOTH TOPS | | |
| One window, early 1500 | 243-950 | \$429.95 *364.95 |
| 3 window, late 1500-1600 | 243-960 | \$459.95 *364.95 |
| BLACK STAYFAST CLOTH TOPS | | |
| One window, early 1500 | 243-955 | \$429.95 *364.95 |
| 3 window, late 1500-1600 | 243-965 | \$459.95 *364.95 |

MGA ROADSTER COMPLETE LEATHER SEAT SETS

A great option for those needing both seats and upholstery. These are complete, ready to bolt in, brand new seat assemblies. Upholstered here in Goleta, California, around U.K.-produced seat frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your badly deteriorated seats. Our sole price on these assemblies is most attractive. Indeed! All seats will be upholstered to your individual order, so please allow 4 to 8 weeks for delivery; the wait will be worth it!

| Kit Name | Reg. | SALE! |
|-------------------------|---------|-----------|
| Black with White Piping | 246-118 | \$1104.95 |
| Red with Red Piping | 246-158 | \$1104.95 |
| Tan with Tan Piping | 246-168 | \$1104.95 |
| Grey with Grey Piping | 246-178 | \$1104.95 |



MGA CARPET KITS

| Kit Name | Reg. | SALE! |
|-----------------------------|---------------------|----------------------|
| A. MAIN CARPET KITS | Reg. \$219.95 | SALE \$184.95 |
| Black 242-705 | RED 242-715 | GREY 242-725 |
| B. REAR CARPET KITS | | |
| ROADSTER Reg. \$72.50 | SALE \$59.95 | |
| COUPE Reg. \$79.95 | SALE \$67.95 | |
| C. TRUNK CARPET KITS | Reg. \$99.95 | SALE \$84.95 |
| Black 242-815 | RED 242-825 | GREY 242-925 |
| D. SPARE TIRE COVERS | Reg. \$104.95 | SALE \$89.95 |
| All Roadster & 1500 COUPE | RED 242-475 | GREY 242-935 |
| 1600 & NALLI COUPE | Reg. \$59.95 | SALE \$53.95 |
| Black 246-435 | | GREY 242-945 |



TONNEAU COVERS

| Top Name | Reg. | SALE! |
|-------------------------------------|---------|------------------|
| BLACK STAYFAST CLOTH TONNEAU | | |
| Short Style - mounts to roll | 243-985 | \$234.95 *199.95 |
| Long Style - mounts behind rail | 243-995 | \$234.95 *199.95 |
| BLACK VINYL TONNEAU | | |
| Short Style - mounts to roll | 241-420 | \$159.95 *119.95 |
| Long Style - mounts behind rail | 241-520 | \$159.95 *129.95 |
| TAN STAYFAST CLOTH TONNEAU | | |
| Short Style - mounts to roll | 243-980 | \$234.95 *199.95 |
| Long Style - mounts behind rail | 243-990 | \$234.95 *199.95 |
| TAN CANVAS TONNEAU | | |
| Long Style - mounts behind rail | 241-550 | \$199.50 *179.95 |
| WHITE VINYL TONNEAU | | |
| Long Style - mounts behind rail | 241-530 | \$149.95 *129.95 |



SIDE CURTAINS

| Kit Name | Reg. | SALE! |
|---|---------|------------------|
| 1500 STYLE FLIP-UP SIDE CURTAINS | | |
| Black "Durable" Canvas | 259-268 | \$334.95 *469.95 |
| Black Vinyl | 259-258 | \$339.95 *469.95 |
| 1600 STYLE FABRIC SIDE CURTAINS | | |
| Black "Durable" Canvas | 259-628 | \$639.95 *844.95 |
| Black Vinyl | 259-618 | \$524.95 *689.95 |
| Tan "Durable" Canvas | 259-638 | \$619.95 *844.95 |
| ALLOY FRAME SIDE CURTAINS | | |
| Sliding Plexiglass windows | 259-648 | \$319.95 *289.95 |

MOSS
1-800-667-7872
Toll-Free USA and Canada
PRICES VALID thru APRIL 3, '98

'63-'69 MGB TRIM!

Our full range of exact reproduction upholstery kits are all painstakingly produced in our own upholstery manufacturing plant. All materials are exact duplicates of the original, right down to the grain pattern and thickness. All leather is tanned and soft-dyed to our specifications to ensure originality and long wearing durability.



Note: Some color & piping combinations are made to order only. Please allow 4 to 6 weeks for delivery.

| Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|-------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|------|----|---------|---------|---------|------|-----|---------|---------|---------|---------|---------|
| 1963 | -68 | 641-170 | 641-180 | 641-190 | 641-200 | 641-210 | 641-220 | 641-230 | 641-235 | 3479.95 | 3399.95 | 1963 | -68 | 641-170 | 641-180 | 641-190 | 641-200 | 641-210 | 641-220 | 641-230 | 641-235 | 3479.95 | 3399.95 | 1963 | -69 | 641-310 | 641-320 | 641-330 | 641-340 | 641-350 | 641-360 | 641-370 | 641-380 | 641-390 | 641-400 | 641-415 | 3259.95 | 3224.95 | 1963 | -69 | 641-310 | 641-320 | 641-330 | 641-340 | 641-350 | 641-360 | 641-370 | 641-380 | 641-390 | 641-400 | 641-415 | 3259.95 | 3224.95 | 1963 | -69 | 641-420 | 641-250 | 3282.50 | 3204.95 | 1963 | -69 | 641-420 | 641-250 | 3282.50 | 3204.95 | 1969 | GT | 641-430 | 3395.95 | 3339.95 | 1966 | -68 | 643-140 | 643-150 | 643-160 | 3239.95 | 3208.95 |

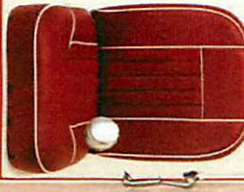
RD to (C)1588370 and GT to (C)1588230
RD from (C)1588371 to 187210
& GT from (C)1588231 to 187840
*CT to (C)1588230

*CT from (C)158231 to 187840
RD to (b)57985
RD from (b)57986 to (C)138400
*Colo/r's not originally fitted

COMPLETE '63-'69 LEATHER SEAT ASSEMBLIES

These are complete, ready to bolt in brand new seat assemblies! Upholstered here in Colobie, California, around K.K. produced seat frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your badly deteriorated seats. Our color price is most attractive, indeed! Middle to order please allow 4-8 weeks for delivery; we guarantee that the wait will be more than worth it!

Black with Black Piping 641-178 Reg. \$1139.95
Black with Red Piping 641-188
Black with White Piping 641-198
Black with Black Piping 641-218
Red with White Piping 641-228
SALE \$949.95



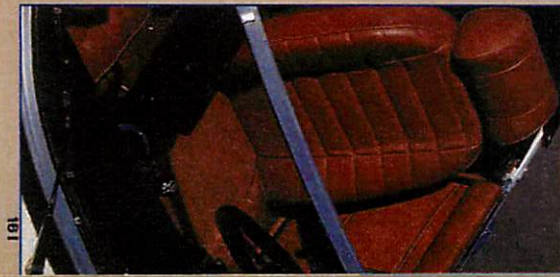
'70-'80 MGB UPHOLSTERY



ORIGINAL BL-STYLE INTERIOR KITS

Manufactured in England, these kits duplicate the original vinyls and electrically welded seams. Where appropriate, the "chrome" nylon accent strips are used on the door panels and we supply the correct fabric inserts in the late GT seat kits. Moss Bl-style seat and panel kits are complete and quite straightforward to install. The panel kits include sufficient vinyl to cover roadster cockpit and door top rails, new front and rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, and new door window brush seals.

| Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | Year | Kit No. | Material | Price | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|---------|---------|---------|----------|-------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|------|-----|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 1970 | -72 | 641-520 | 641-530 | 641-540 | 641-550 | 641-560 | 641-570 | 641-580 | 641-590 | 3284.95 | 3248.95 | 1970 | -72 | 641-520 | 641-530 | 641-540 | 641-550 | 641-560 | 641-570 | 641-580 | 641-590 | 3284.95 | 3248.95 | 1970 | -72 | 641-600 | 641-610 | 641-620 | 641-630 | 641-640 | 641-650 | 641-660 | 641-670 | 641-680 | 641-690 | 641-705 | 3284.95 | 3248.95 | 1970 | -72 | 641-600 | 641-610 | 641-620 | 641-630 | 641-640 | 641-650 | 641-660 | 641-670 | 641-680 | 641-690 | 641-705 | 3284.95 | 3248.95 | 1973 | -76 | 641-800 | 641-810 | 641-820 | 641-830 | 641-840 | 641-850 | 641-865 | 641-885 | 641-895 | 3284.95 | 3244.95 | 1973 | -76 | 641-800 | 641-810 | 641-820 | 641-830 | 641-840 | 641-850 | 641-865 | 641-885 | 641-895 | 3284.95 | 3244.95 | 1977 | -80 | 643-635 | 643-645 | 643-650 | 643-660 | 643-670 | 643-680 | 643-690 | 643-700 | 643-710 | 643-720 | 643-730 | 643-740 | 643-750 | 643-760 | 643-770 | 643-780 | 643-790 | 643-805 | 3204.95 | 1779.95 | 1977 | -80 | 643-635 | 643-645 | 643-650 | 643-660 | 643-670 | 643-680 | 643-690 | 643-700 | 643-710 | 643-720 | 643-730 | 643-740 | 643-750 | 643-760 | 643-770 | 643-780 | 643-790 | 643-805 | 3204.95 | 1779.95 |



MGB CARPETS

Carefully cut for ease of installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy felt padding and hardboard panel backing where originally fitted.

Our ORIGINAL STYLE kits include replacement carpeting for the original factory carpeted areas only. This includes carpeting for the front kick panels, molded transmission tunnel, rear shelf and rear wheel arches.

Our DELUXE MGB CARPET SETS will completely carpet your MGB roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976.

Our MGB GT REAR CARPET SET, along with our standard Carpet Set, will completely carpet your MGB GT.

In addition to these sets, we also offer roadster owners a custom-fitted TRUNK CARPET KIT. The trunk kit includes a tailored spare tire cover. Moss Motors carpet sets are carefully patterned, offering outstanding value.

We encourage you to carefully compare both quality and value of our kits to any other carpet set on the market.

ORIGINAL STYLE CARPET SETS

| | BLACK | RED | BROWN |
|----------------------------|---------------|---------------|---------------|
| 1962-'67 Roadster & GT Set | Reg. \$239.95 | Reg. \$239.95 | Reg. \$239.95 |
| | 244-300 | 244-300 | 244-300 |
| 1968-'76 Roadster & GT Set | Reg. \$239.95 | Reg. \$239.95 | Reg. \$239.95 |
| | 244-350 | 244-360 | 244-370 |
| 1977-'80 Roadster & GT Set | Reg. \$339.95 | Reg. \$339.95 | Reg. \$339.95 |
| | 244-320 | 244-330 | 244-340 |
| GT Rear Supplement Set | Reg. \$189.95 | Reg. \$189.95 | Reg. \$189.95 |
| | 242-750 | 244-380 | 244-380 |

DELUXE CARPET SETS

| | BLACK | RED | BROWN |
|----------------------------|---------------|---------------|---------------|
| 1962-'67 Roadster & GT Set | Reg. \$339.95 | Reg. \$339.95 | Reg. \$339.95 |
| | 242-770 | 242-780 | 244-385 |
| 1968-'69 Roadster & GT Set | Reg. \$339.95 | Reg. \$339.95 | Reg. \$339.95 |
| | 244-320 | 244-330 | 244-340 |

TRUNK CARPET SETS

| | | |
|--------------|--------------|--------------|
| Reg. \$99.95 | Reg. \$99.95 | Reg. \$99.95 |
| SALE \$84.95 | SALE \$84.95 | SALE \$84.95 |

SPARE TIRE COVER

| | |
|--------------|--------------|
| Reg. \$43.95 | Reg. \$43.95 |
| SALE \$36.95 | SALE \$36.95 |

QUALITY-BUDGET

MGB CARPET SETS

Includes everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976. The major difference between these sets and our OE style sets besides the price - is that the transmission tunnel piece is supplied flat instead of molded. Features include very dense synthetic cut pile fiber, fully bound edges, heavy felt pads & sewn-in heel pad. Snaps included.

| | BLACK | AUTUMN LEAF |
|----------------------------|---------------|---------------|
| 1962-'67 Roadster & GT Set | Reg. \$149.95 | Reg. \$149.95 |
| | 242-765 | 242-765 |
| 1968-'80 Roadster & GT Set | Reg. \$149.95 | Reg. \$149.95 |
| | 244-315 | 244-375 |
| GT Rear Supplement Set | Reg. \$72.95 | Reg. \$72.95 |
| | 242-735 | 244-405 |



'70-'80 MGB CUSTOM DELUXE UPHOLSTERY!

In the tradition of the great British coach-trimming firms, our kits are designed to emulate the rich look of such British classics as Rolls-Royce, Jaguar and Bentley. Thick, padded leather seat covers with piping in contrasting or matching colors, carefully stitched for exact fit and plush contour, give your seats a feel of true luxury. Door panels are stitched instead of heat welded to compliment the seats. We guarantee 100% satisfaction or your money happily refunded upon receipt of the uninstalled kit.

| | Black with Black Piping | Black with Red Piping | Black with White Piping | Ion with Tan Piping | Reg. | SALE |
|--|-------------------------|-----------------------|-------------------------|---------------------|----------|----------|
| 1970-'72 ¹ Leather Front Seat Kit | 641-700 | 641-705 | 641-710 | 641-720 | \$644.95 | \$579.50 |
| 1973-'76 ² Leather Front Seat Kit | 641-725 | 641-730 | 641-735 | 641-745 | \$679.95 | \$599.95 |
| 1977-'80 ¹ Leather Front Seat Kit | 641-750 | 641-755 | 641-760 | 641-770 | \$679.95 | \$599.95 |
| 1970-'80 ¹ Leather GT Rear Kit | 641-850 | 641-855 | - | - | \$354.95 | \$299.95 |
| 1970-'80 ¹ Vinyl Panel Kit | 643-750 | 643-760 | 643-770 | 643-790 | \$418.50 | \$349.95 |
| 1970-'76 ⁴ Vinyl Panel Kit | 643-800 | 643-810 | 643-840 | - | \$399.50 | \$349.95 |

¹Fits Roadster from (c)187211 to 294250; GT from (c)187841 to 296000.

²Fits Roadster from (c)294251 to 410000 and GT from (c)296001 on.

³Fits Roadster from (c)410001 on.

⁴Fits GT from (c)187841 on. ⁵Fits Roadster from (c)187211 on.

Note: Some color & piping combinations are made to order only. Please allow 4 to 8 weeks for delivery.

1-800-667-7872

TOLL-FREE USA AND CANADA



805-681-3400

OVERSEAS



PRICES VALID UNTIL 4-3-98



MGB ORIGINAL TOPS

These are genuine English Tickford factory style double-coated vinyl tops, complete with header rail and all snaps pre-installed which makes installation a snap! Although not identical to the factory material, the differences are minor and virtually undetectable. This is as close as you can get to original! Black Vinyl.

| | |
|--|---------|
| Late 1963 to '70 Top for stow-away frame | 250-040 |
| Late 1963 to '70 Top for folding frame | 250-000 |
| 1971 to '76 Top with fixed rear window | 250-080 |
| 1977 to '80 Top with zip-out rear window | 250-130 |

MGB ROBBINS TOPS

These high quality replacement tops duplicate the original tops in all respects! Tops are supplied with all snaps and fasteners, but do not include the header rail or rear anchor bar, #244-210.

| | Black | White |
|--|---------|---------|
| 1962 to early '63 Top for folding top frame | 242-630 | - |
| Late 1963 to '70 Top for stow-away top frame | 242-650 | 242-680 |
| Late 1963 to '70 Top for folding top frame | 242-640 | 242-670 |
| 1971 to '76 Top with fixed rear window | 242-645 | - |
| 1977 to '80 Top with zip-out rear window | 242-655 | 242-695 |

Note: The 1962 & early '63 tops were fitted up to (b)19484. The late 1963 through '70 tops were fitted from (b)19485 to (c)219000. 1971 to '76 fixed rear window tops were fitted from (c)219001 through (c)410000. Tops from 1977 on have a zip-out rear window and are interchangeable with tops from 1971 through 1976, which have fixed rear windows.

ROBBINS TONNEAU COVERS

Our tonneau covers are tailored for left-hand drive cars only. Supplied complete with all necessary snaps and studs.



| | | | | |
|-----------------------------------|-------|---------|----------|---------------------|
| '62 to '67 w/out headrest pockets | Black | 241-440 | \$239.95 | \$204.95 |
| '68 to '70 w/out headrest pockets | Black | 241-443 | \$239.95 | \$204.95 |
| '70 to '80 w/out headrest pockets | Black | 241-445 | \$239.95 | \$204.95 |
| '69 w/ headrest pockets | Black | 241-460 | \$239.95 | \$204.95 |
| '70 to '80 with headrest pockets | Black | 241-465 | \$239.95 | \$204.95 |
| '70 to '80 with headrest pockets | White | 241-475 | \$239.95 | \$204.95 |

Note for tonneau without headrest pockets: The 1962-'67 tonneau fits up to (c)138400. The 1968 through '70 tonneau fits from (c)138401 to (c)219020. 1971 to '80 tonneau fits from (c)219021 on. Note for tonneau with headrest pockets: The 1969 tonneau fits from (c)158371 to (c)187210. 1970 to '80 tonneau fits from (c)187211 on.



MGB TOP COVERS

Our black vinyl top covers come complete with all necessary snaps and studs. Fits '71 to '80

241-485 Reg. \$159.95

SALE \$129.95



MGB DELUXE CANVAS TOPS

In the tradition of the finest European sports cars, we are proud to offer these premium quality Robbins acrylic canvas convertible tops. The unique solution-dyed material is extremely fade-resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Engineered for the easiest possible installation, these tops incorporate zip out rear windows. Material samples are available free upon request. Fits 1971 thru '80.

| | | | |
|------------------|---------|---------------|---------------------|
| Black Canvas Top | 242-740 | Reg. \$589.95 | \$499.95 |
| Tan Canvas Top | 242-745 | Reg. \$589.95 | \$499.95 |



MGB CABRIOLET TOPS

Deluxe UK produced "cabriolet" tops borrow from the German style of padded tops with a full headliner. The thick insulation provides effective noise reduction while the light colored headliner covers the top frame and brightens your interior. The cabriolet top has been carefully engineered to fold as easily as your original top, and it incorporates a zip out rear window for added flexibility. The extremely durable Stayfast canvas is solution dyed acrylic fabric. Installation instructions are included. Fits 1971 thru '80.

| | | | |
|------------------------|---------|----------|---------------------|
| Black Stayfast Acrylic | 242-795 | \$799.95 | \$699.95 |
| Tan Stayfast Acrylic | 242-785 | \$799.95 | \$699.95 |
| Black Vinyl Top | 242-775 | \$549.95 | \$479.95 |

MGB ENGLISH DULL COAT TOP

We have inspected and installed a number of the so-called "budget" tops on the market and feel this quality British-made one is the best of the bunch. Features include a zip-out rear window and fully installed snaps. The rugged dull-coat black vinyl is significantly heavier than other budget tops and all seams are stitched and welded for strength. Fits '71-'80.

242-685 Reg. \$199.95 ~~\$179.95~~

TOP/TONNEAU STORAGE BAGS

Made to original factory specs, from the original black vinyl-coated jute material.

| | | | |
|---------------------------|---------|---------|--------------------|
| Tonneau Bow Storage Bag | 242-625 | \$28.95 | \$23.95 |
| Tonneau Cover Storage Bag | 242-605 | \$27.95 | \$23.95 |
| Stow-away Top Frame Bag | 242-615 | \$65.95 | \$54.95 |
| Stow-away Top Bag | 242-600 | \$45.95 | \$38.95 |

SPRITE & MIDGET TRIM!

Moss Motors is pleased to offer a complete range of exact reproduction 1959 - '80 upholstery. Manufactured in England, these kits duplicate the original patterns, vinyls, and even dielectrically welded seams where appropriate. Give your Sprite or Midget a brand-new interior, exactly as it was when new! We firmly believe that a Moss Motors Interior Kit offers you the finest value for the money! If you are not 100% satisfied with your kit, you may return the uninstalled kit for a full refund.

VINYL SEAT KITS

| | | |
|----------------------------|--------------------------|--------------------------|
| BLACK WITH WHITE PIPING | RED WITH WHITE PIPING | BLUE WITH BLUE PIPING |
|----------------------------|--------------------------|--------------------------|

Bugeye Sprite and 948 Sprite MkII to HAN7-24731
640-770 640-780 640-790 Reg. \$254.95 **Sale \$219.95**

948 Midget MkI to GAN1-16183
640-895 - 640-915 Reg. \$251.95 **Sale \$219.95**

| | | |
|----------------------------|--------------------------|---------------------------|
| BLACK WITH WHITE PIPING | RED WITH WHITE PIPING | BLUE WITH WHITE PIPING |
|----------------------------|--------------------------|---------------------------|

1098 Sprite MkII and MkIII from HAN7-24732 to HAN8-55500
Midget MkI and MkII from GAN2-16184 to GAN3-52389
640-855 640-865 640-875 Reg. \$254.95 **Sale \$219.95**

1098 Sprite MkIII & 1275 MkIV from HAN8-55501 to HAN9-77590
1275 Midget MkIII to GAN4-66225
640-910 - Reg. \$254.95 **Sale \$219.95**

| | |
|----------------------------|----------------|
| BLACK WITH BLACK PIPING | AUTUMN LEAF |
|----------------------------|----------------|

1275 Sprite MkIV (fixed back) from HAN9-77591 to HAN9-85226
640-945 - Reg. \$254.95 **Sale \$219.95**

1275 Midget MkIII (reclining back) from GAN4-66226 to -74885
640-950 - Reg. \$254.95 **Sale \$219.95**

1275 Sprite MkIV from HAN10-85287 on
1275 Midget MkIII & Midget 1500 from GAN5-74886 thru 1500
640-960 640-980 - Reg. \$254.95 **Sale \$219.95**

VINYL PANEL KITS

| | | |
|-------|-----|------|
| BLACK | RED | BLUE |
|-------|-----|------|

Bugeye Sprite
645-500 645-510 645-520 Reg. \$219.95 **Sale \$184.95**

948 Sprite MkII and 948 Midget MkI
645-540 645-550 645-560 Reg. \$249.95 **Sale \$219.95**

Early 1098 Sprite HAN7 and Midget GAN2
645-620 - Reg. \$279.95 **Sale \$239.95**

Late 1098 Sprite HAN8 and Midget GAN3
645-570 645-580 645-585 Reg. \$279.95 **Sale \$239.95**

| | |
|----------------------------|----------------------------|
| BLACK WITH BLACK PIPING | BLACK WITH WHITE PIPING |
|----------------------------|----------------------------|

1275 Sprite and Midget (fitted to cars with one-piece rear bumper)
645-660 645-670 Reg. \$279.95 **Sale \$239.95**

| | |
|-------|-------------|
| BLACK | AUTUMN LEAF |
|-------|-------------|

1275 & 1500 Sprite and Midget (split rear- and rubber-bumper cars)
645-700 645-720 Reg. \$209.95 **Sale \$179.95**



HEADRESTS

| | |
|-------|-------------|
| BLACK | AUTUMN LEAF |
|-------|-------------|

1970 thru 3/'77 Eared-Type (perforated vinyl, single rail)
649-100 649-130 Reg. \$51.95 **Sale \$44.95**

1977 thru '80 Teardrop-Type (non-perforated vinyl, single rail)
641-605 641-635 Reg. \$52.90 **Sale \$46.95**

CARPET SETS

| | | |
|-------|-----|------|
| BLACK | RED | BLUE |
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| | | |
|-------|-----|-------------|
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| | | |
|---------------------------------|------------------|-----------------|
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An XK120 coupe recently re-imported from the USA takes pride of place on one of the Jaguar stands, along with an XK engine.

literature, to the fully equipped mobile 'road shows' of the type put on by Moss Motors (UK) and the Heritage organization. Moss' stand this year had crowd-pulling miniature racing cars charging around a large oval circuit, with anyone able to have a go. A vast range of their products was also available and catalogues actually ran out because there had been so many requests. You can buy anything for your classic car at the NEC show: parts, handbooks, brochures, manuals, period accessories, insurance, valuations, miniatures and models, there were even several stalls just selling polishes and cleaners of various descriptions. A vintage picnic hamper, complete with 1950s Bakelite fittings? No problem, Sir, provided you have an odd £100 (\$170) to spare! Some of the brochures and catalogues fetch tremendous prices—three figure sums in some cases. Rare original motor racing photographs from the 1950s and '60s are available from specialists—those bearing the signatures of, in some cases, long-dead heroes can command \$1000 or more, and are highly sought after. A number of stalls specialize in just period tools for those looking for that elusive 1/16 inch box spanner to complete that 1954 Jaguar tool kit!

Not surprisingly, the final of one of the UK's major concours events also takes place—20 or so of the top classic concours cars being on show, including, of course, the eventual winner. A good number of these vehicles are driven to the show, despite wet and gloomy November weather and crowded roads. Their owners put many hours in over the Friday night to ensure that their cars appear to be fresh out of the box come Saturday morning.

This year among many interesting exhibits were more than one old double-decker bus, the first production Mini registered 621 AOK, several vintage Bentleys and examples of most of the production MG models ever made. An incredible find on one specialist trader's stand was a 1934 P-Type MG that had covered a bare 42,000 miles from new in the hands of one owner—for 63 years! How one values such a unique vehicle I cannot imagine, and it was indeed for sale. This car still had its original 1934 coat of paint, paperwork, tools, and would have been my personal choice had a benefactor told me I could take away any one car I fancied! Another car I was surprised to see was a Corvette on current Oregon plates—now did that drive to the show, I wonder? It is rare indeed to see a U.S. registered car over here.

A few stands were devoted to the sale and exhibition of new fiberglass replicas of classic British sports cars, sporting modern engines, wheels, and tyres. It is quite beyond your thor as to why anyone should want to pay £25,000 (\$40,000) for such an animal—indeed I just cannot see the point in such creations when they cost as much or more than a condition one example of the original—or am I missing something?

One of the more historic cars on show was the second production Triumph TR ever, chassis number TS2. The TR Register has been given, and I mean given, this car on condition that the club restore it to original condition. The work is about to commence, so the club decided to display the car in its 'as found' condition and then display it 'as finished' in two year's time.

This year's NEC show attracted more visitors than ever, including a significant number from the USA—for instance I was able to introduce two Virginians to each other, who although they did not previously know each other, it turned out they lived barely 100 miles apart!

One of the most amazing things about the whole show is the rapidity with which it is dismantled come 5:30 Sunday evening. Within seconds of the last visitor leaving, stalls are coming down, boxes are being packed, vans are being backed in for loading and valuable classics are being driven out. Within an hour, half the show has simply disappeared, and by 7:30 pm just a few vans and traders remain, and the army of cleaners and sweepers employed by the NEC are in evidence, working late into the night so that a new exhibition can move in next morning. The whole thing was a model of efficiency, and the 1997 November Classic Car Show simply evaporated, as did the Cheshire cat in "Alice in Wonderland"—however, for two days in November, 1998 it will be back, so why not make plans to come over? You'd enjoy yourselves.

(Who is going to grasp the nettle and put on a show of this kind in the USA?—Ed.)

GOING TO ENGLAND IN '98?

While we cannot list everything that's happening over there, here are a few dates for your diary...

The National Classic Car Shows at the National Exhibition Center cover all makes and models. The two meetings scheduled for 1998 will take place on May 2-4 and November 7-8.

The MG Regency Run takes place on May 10, while the giant MG Meet at Duxford comes June 13-14. The following weekend, June 20-21, is the massive MG Silverstone Festival with two full days of racing and showing.

No visit to the UK is complete without a trip to the Heritage Motor Center near Warwick. This year they are having a super Triumph day to celebrate 75 years of the marque, where over 1000 cars are expected! This takes place May 30-31. Meanwhile the huge Triumph Register Meeting Bill mentioned takes place at Shepton Mallet on August 21-23.

For Healeys, a number of events will celebrate the 100th anniversary of the founder of the company, Donald M. Healey. On June 12-15 a rally will be held in Healey's home town of Perranporth, Cornwall. Heritage Motor Center will host a Healey Centenary event at Gaydon on July 3.



Austin-Healeys abound on the club stand—there were three more around the back too!

Ken Gillanders

The Laycock A-type overdrive is a two-speed hydraulically controlled planetary transmission. Direct drive is always controlled by spring pressure. That is the spring pressure you see when you put the gearbox and overdrive units together, created by eight springs. The overdrive shift is always controlled by hydraulic pressure. Unlike a regular automatic transmission which works on relatively large volumes of low pressure oil, pressure in the order of 50 or 60 p.s.i., the Laycock unit operates on a very small volume of extremely high pressure oil at 400-500 p.s.i. It tolerates very little internal leakage, consequently it requires very close control on the oil level in the gearbox.

Normally speaking, if a car slips while it is in direct, it generally means that the spring pressure, for one reason or another, is gone (by the way this is an extremely unusual situation) because the mechanical advantage always favors the direct drive and consequently the higher pressure and operating conditions are needed for overdrive or at least to energize overdrive.

The overdrive is energized by the simple fact of oil being picked up from the pump in the bottom through the screen, pumped through the system, through the control valve and into two pistons about 1" in diameter that are behind a device called an actuating bar. When the pistons move forward, the actuating bar pulls two rods from the back and pulls the cone clutch in the opposite direction activating the overdrive. So 99% of the time, if you can hear it energizing and it is slipping, it is something in the hydraulic system. So let us do a quick rundown on the things you can test, some of them not requiring you to have to remove the gearbox.

First Test

One of the big problems we have with the Laycock overdrive is that people will fill the gearbox initially and not realize that it is somewhat difficult for the oil to work its way back in the overdrive unit. With that idea in mind, they do not realize that once the gearbox has been filled and the thing has been run for a while, part of the oil has run back into the overdrive. That simply means that both units are now low on oil.

What we generally do is put oil in the gearbox and jack the car up from the front, let it run back into the overdrive for 10 minutes or so, then sit the car down flat with the plug out and a tray underneath and allow all the excess oil to drain back out of the gear

box. But first thing, check the oil level as it is entirely possible you have an inadequate supply of oil.

Second Test

This can also be checked out from under the car. If low oil is indeed not the problem, then the next thing to do is to drain the overdrive from the large bronze plug in the rear and look at the condition of the filter inside. If it is completely covered with trash, it may be that the filter is prohibiting a satisfactory amount of oil from finding its way into the overdrive and consequently not allowing it to function properly.

Next Test (same location)

In the center of the cavity that the filter came from is a plug with a head of about 3/16" or 3/8". Removing that plug will give you access to the overdrive oil pump, at least to where you can see the plunger in the pump. With the car in neutral, have someone hold one rear wheel and have someone turn the other then check to see what kind of pump travel or plunger travel you have on the pump.

tackling the obstreperous Triumph overdrive

It is possible that when the units were put together, the roller activator that runs off the eccentric may not have completely found its way under the roller and it may be caught on the shoulder. This would give you only a very, very short stroke on the pump and consequently extremely low oil pressure. If you see this is not the problem, you can now put the plug back in the bottom, put the oil filter back in and put the bronze plug on.

At this point you will have to refill the transmission with gear oil as the next test requires that you have gear oil in it. Take up the transmission tunnel and take out the plug that is on the upper right hand side of the overdrive unit. This gives you access to a spring, a ball and the operating valve. Leave the operating valve in place, take the ball and spring out.

With this test you have to be a little careful because occasionally transmissions become air locked. Normally when they are air locked they just do not function. What you are going to do is determine whether or not it is pumping oil which in fact

is actually forcing oil through the system.

With the car jacked up in the back, start the engine, put it in fourth gear, let out the clutch and be careful, because if the oil comes out of there, it will come out like an absolute tornado. What you are doing is testing for oil at the vent on the right hand side of the gearbox up high. If there is no oil coming out then that is not the problem. Replace the ball, spring and plug.

Now the thing is getting a little tricky. On the left hand side of the overdrive, down low behind the solenoid is a plate that has to come off. In order to remove it, you must first remove the lever, then the two screws which secure the solenoid can be removed, followed by the solenoid itself. You should now see there are three cap screws and two nuts, the nuts having fairly long threads on them to evenly release the tension on the heavy spring holding the accumulator piston in place. Remove it very carefully.

Looking inside the cavity, you will see the heavy spring holding the accumulator piston on the bottom, and to the right, a plug, which looks like one on the upper right corner of the transmission. The plug is known as a "drain back" or "check" valve which could cause a leak sufficient to reduce oil pressure. If this turns out to be your problem, you need look no further. Just clean the valve carefully and replace.

If the hydraulic problem persists, then there is yet another option to investigate, that of leaking rings on the accumulator piston. Explained briefly, the accumulator holds only a small amount of oil, but does require a moderate amount of oil to activate the pistons. Therefore, built into the system is the accumulator piston in a closed cavity with a heavy spring behind it. As you drive the car the overdrive pumps oil behind that piston, slowly but surely forcing it to the back of the cavity and against the spring to where it maintains pressure upon it and at the same time maintains a reserve supply of oil.

This extra supply of oil is necessary to keep the unit functioning in a situation where you fall overdrive back to direct drive several times in quick succession, which could conceivably deplete the oil supply necessary to keep the pressure on the piston. This condition is an extremely important factor in road racing, but of less severe impact in street operation.

To test for leakage around the accumulator piston, replace the solenoid cover with a piece of stout metal bar (about 1" (please turn to page 29)



Nell Cairns

The picture above depicts an MG motorcar that is now quite rare, even in its country of origin. To historians of MG, the fact that Cecil Kimber first modified Morris Oxford saloon cars is well documented. These humble family saloons were slightly tuned by Kimber at the Morris Garages in Oxford, England, given flatter springs, fitted with clean smart bodies and sold at a premium. As we all now know, he was very good at selling MG and eventually had his own factory at Abingdon.

The car shown is a repeat of history being an MkIV MG Magnette, commonly called a "Farina Magnette" in the UK as its Italianate lines were styled by Pininfarina. It existed as two models, the first being the MkIII Magnette of which many were exported to the USA, but externally it is



Above: In 1958 the UK cars were criticized for their 'terrible huge rear fins, like American cars' and the MG actually has them cut back at 30 degrees.

Left: Two Farinas in a sea of other MG saloons at Silverstone.

Below: MG advertising touted "The Magnette upgrades family motoring—with a Safety Fast performance."



very difficult to tell the two Farina cars apart. They are unashamedly based on the BMC Morris Oxford body. An MG using Morris parts, now does that sound familiar?

The MkIII Farina Magnette followed on from the nice little MG ZB, and was introduced in November 1958. Abingdon had to cease making saloon cars as it now produced the Austin-Healey sports cars and space in the plant was at a premium. Many thought the new MG from Cowley in Oxford a poor replacement for the taut ZA/ZB. The BMC Austin Design Office (ADO) had produced the Magnette MkIII, utilizing the ZB's engine, gearbox and rear axle (same as the MGA in fact) but had incorporated the Austin A55 saloon car floorpan, and a re-skin of its upper body in Pininfarina style. Overall the

MkIII was a corporate car, designed by a committee, with bits fitted they thought an MG should have! The MkIII was produced in the UK along with four sister cars, all using the same body. An Austin A55 MkII, a Morris Oxford Series 5, a Wolseley 15/60 and a very similar car to the Magnette indeed, the Riley 4/68. The Riley and the MG used the twin-carb version of the BMC "B" series engine, with 1498cc developing 68 bhp. The other three models were single carb cooking versions putting out 50 bhp!

Because of the car's interior room and huge boot, it sold very well as a Morris, Austin or Wolseley. The Riley did reasonably well, but the MG version was shunned. It just did not fit the market! By January 1961, BMC were forced to update the cars as the motoring press were being extremely

uncomplimentary in their reports. The product line desperately needed anti-roll bars, the wheelbase and track widening, and the body lowering. All of this was done and the MG became the MkIV, along with an MGA 1600 MkII 1622cc engine. It could now also be had as an automatic, but by now BMC had stopped importing this model to the USA, as after all, its basic suspension and mechanics dated back to the Austin A40 of 1947! The MkIV sold at about 2000 cars a

year until its demise in 1967. In total, approximately 26,000 MkIII and MkIV Farina Magnettes were manufactured. The four other sister models added up to nearly one million cars.

Today the MG Farina Magnette is a rare car. Only 70 MkIIIs and 178 MkIVs are on the British DMV records. The modifications carried out in 1961 were far too late for the

Farina Magnette, and even though the car handled better and was faster than the MkIII, a bad name sticks. The fact that many parts from it can be used on the ZA/ZB and MGAs has not helped the survival rate and corrosion on the English winter salted roads, in addition to demolition stock car racing has seriously reduced surviving numbers. Unlike other MG cars they hold little cash value and a very good car can be found for around £3000 (\$4500).

Here in England at the larger MG meetings and rallies, it is an unusual car to see. For instance at the big MG Car Club meeting at Silverstone last year only two examples were to be found. I would like to find any examples still surviving in the USA as I keep a register of MG

please turn to page 31

Technical Tips

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

IT'S THE REAL THING!

As the owner of a 1966 TR4A that is in ongoing therapy and restoration, I have encountered many rusted and 'tightened for life' nuts, bolts, and fittings which no amount of liquid wrench or lubricating oils were able to cope with.

Working for a major airline, I often have discussions with our mechanics, not only about aircraft but also the various problems I've had with my Triumph. When it comes to loosening those virtually 'welded by rust' they recommend COCA COLA! (*Classic Coke* preferred but any version will work just fine). "IT" works like no other solution!

My most difficult loosening project was a 'never adjusted since it left the Triumph factory' setscrew and jam nut to adjust the steering column length. I tried everything before I found out about Coke but after a few applications of this miracle liquid and a little time, it came free with hardly a twist. I have since used it on other seemingly impossible nuts and screws and it frees them every time.

Best of all it's cheap, plentiful and doesn't cause your garage or work area to be uninhabitable because of the often toxic odors associated with some sprays or liquids used to free-up rusted parts.

In conclusion thank you for your excellent magazine, *Moss Motoring*, and for your excellent service. I have ordered many parts from Moss and have always been impressed and very satisfied with your sales and technical staff, and the parts I have ordered.

—Richard L. Merrill, Seattle, Washington

CURING STICKER SHOCK

I believe that half the fun of driving a classic or vintage automobile is customizing it to reflect your own tastes and personality. Stickers or decals are a fun and inexpensive way to do that. So what's stopping you from sticking a nifty two dollar *Moss Motoring* bumper sticker on the back of your trunk—er, boot? Could it be that pristine million dollar paint job that's keeping you from expressing yourself? OK, maybe the idea is a little nauseating as even the best sticker or decal can decay over time and make your car look, well—yucky!

Consider this alternative and you might change your mind. Go to the local sign shop in town and ask them for

some magnetic vinyl. The place I went to actually gave me a scrap piece for free! Now, stick your sticker or decal on the vinyl, cut round the edge, and place it on your car. Works just like a refrigerator magnet! The possibilities are endless, so what are you waiting for? Go stick something FUN on your car!

Thanks again for a great magazine!

—Jeff Warner, Harrisonburg, Virginia

BAG IT!

Planning a major rebuild or other lengthy project? Lay in a supply of zip-lock sandwich bags before you start or, better still, a variety of sizes of zip-lock bags. Put the nuts, bolts and small parts in these bags as you go and label the bags with a felt-tip pen, or just tape the bag to the part it goes with.

The screws that held the floorboards in place can be taped to the floorboards, the bolts that held the sump tape to the sump. If you hit a lull in your project later on, say while waiting for your block to come back from the machine shop, (Incidentally why do machine shops always take twice as long as they estimated?) you can clean your parts one bag at a time. Put the clean parts in a clean bag, of course, and spray a little WD40 or other protectant into the bag to keep the parts from rusting. Then when you're finally ready to start reassembling your car, the nuts and bolts you need will be right where you need them!

—Steve Tom, Acworth, Georgia

A MATTER OF COMPRESSION

Removing a cylinder head from an engine can sometimes be quite difficult, even after you've removed all the nuts, cables and other fasteners. The problem is that the head tends to stick to the head gasket and there's no way to get a good grip on it. Sometimes the compression will break the head free if you turn it over a few times after you've removed the nuts, but this doesn't always work. Also if the engine is out of the car, it's virtually impossible to turn it over fast enough to break it free.

In these situations, remove one of the spark plugs and insert a length of soft cotton rope into the spark plug hole, stuffing enough rope into the hole to coil it up several times inside the cylinder. Leave the end of the rope dangling outside so you can pull the rope out later. Now, turn the engine over carefully by hand, (if you have a starting handle, so much the better). When the piston pushes the rope against the top of the combustion chamber, the head should pop free. If necessary, repeat this procedure in another spark plug hole to break the head free along its entire length.

Steve Tom, Acworth, Georgia

the nut
behind
the wheel



ron phillips

Last time I covered a few of the major sources of oil leaks coming from a four-cylinder Austin-Healey engine. This time we'll continue with some other potential leakers, like the rocker cover, the oil filter assembly, the engine front cover, and the head itself.

When fitting the stock steel rocker cover to the engine, be sure the flanges are straight and the cork gasket fits the rocker cover. If the gasket has shrunk, then here's another potential source of oil leaks. I glue the gasket to the rocker cover, not to the cylinder head. That way when positioned on the two studs and "located" by the two special attaching bolts, the rocker cover can center itself without distorting the gasket. Now these special attaching bolts have a cupped washer under their heads and a neoprene washer/bush under that. The washer/bush must seal around the bolt and seal the rocker cover at the same time. Here, the right stuff is needed. The correct cupped washer squeezes the neoprene seal both around the bolt and mashes the seal into contact with the rocker cover. If your rocker cover is dented inward due to too much tightening, you will need to press it back out. Or possibly add another washer under the bolt head. Oh yeah. Did I mention that the threads on the studs and attaching bolts are Whitworth? You got it. Here's another source for mis-matched parts or damaged threads over the years. Of course, they will all need to be cleaned, the right fasteners on the right stud threads and the right distance between the rocker cover and the engine block to keep oil from leaking from the top of your engine.

It's easier to change the oil filter off the car and a whole lot less messy. Simply place a rag under the filter head and separate it complete with the filter canister from the adapter plate attached to your work bench and undo the filter head from the canister. Clean out the canister being sure you captured all the internal parts and re-assemble them correctly noting the orientation of all internal parts and then, insert the filter. A check of the correct parts list for your style of filter is really important. There are three different stock filter assemblies used for these cars and each has a different number of internal parts and a different assembly sequence. It's not uncommon to find mixed and mismatched parts from one unit in another. It's also not uncommon to find absolutely nothing but old oil inside some of the filter canisters as the internal parts have long since disappeared down the drain! Obviously, if you haven't got the right stuff inside your filter housing, your engine isn't being protected like it should.

To replace the O-ring in the filter head, you may have to pry out the old one if it is too dried out. Be sure not to damage the O-ring seating in the filter head. A very small screwdriver or an ice pick works well to remove this O-ring. Be sure there is no debris left from an old O-ring and be sure not to stack O-ring on top of O-ring or the second one is guaranteed to leak once oil pressure builds up. Now a word of caution. The O-ring dimensions are specific to the kind of filter. The Purolator unit takes one size O-ring, the Tecalemit takes another, and of course, the Vokes takes yet a different one. You can't (easily) substitute one style of O-ring for another without experiencing massive oil leaks! Be sure to order the correct O-ring

Here's another source for mis-matched parts or damaged threads over the years.

for your style oil filter assembly when you order your replacement filter as not all replacement filters come with all three different sizes of O-rings!

With the correct O-ring in place, now fill the canister with engine oil. Making sure the canister seats on the filter head O-ring, re-attach the filter head. Now re-attach the entire unit to the engine block adapter with a new gasket and you are ready to start the engine and check for leaks.

The engine front cover has a felt seal that keeps oil in the timing chain area from leaking out around the front

of the crankshaft. Actually, this felt seal works pretty well if the oil slinging washer is also both fitted and fitted the correct way around. Later Austin-Healey six-cylinder engines have a modern spring-loaded neoprene seal in their front covers. The later seal is much more effective. Why not fit one to the four-cylinder front cover? Because, the cover wasn't designed to receive it and retain it. That's why! If you are really serious about oil leaks, then here's an area where a little creativity will pay off. Even if you do manage to fabricate a holder for the seal, you will need to make sure it's really in alignment with the crankshaft when fitted. Other concerns are that the crankshaft surface is smooth and round on which the seal lip is going to ride, and that you remember to fit that oil slinging washer and that it's fitted the correct way around! I've had no serious leaks with the stock setup but do get a build up of oil and dust around the front of the engine that needs to be cleaned away before each major event where someone may be leaning inside my engine bay!

One other source of oil leaks can be from the joint between the engine block and the head. If either one of them is not perfectly square to the other, the joint gasket can fail in the middle of the block near the edge, and the joint will seep oil onto the engine. Serious leaks in this area are a candidate for a rebuild, especially if coolant is mixing with the oil. Minor ones probably can be tolerated. But it will always take both block deck and head resurfacing and a new head gasket to correct all of the leaks coming from this area. Only the most carefully assembled engines seem to not leak in this area.

Now, about that oil pressure gauge flex line. You've seen this tip before, but it's still pertinent as this line is notorious for leaking at the wrong time, and, they are almost impossible to get to without getting under the car. So, to prevent laying down an oil slick to rival the Exxon Valdez spill and then wallowing in it, make sure an old line is replaced with a new one before you set out to earn the Long Distance Driving Award in your freshly restored Healey! The best way I know to make sure that the engine block end of the flex line mates properly to the adapter fitting on the block is to mate these two off the car. This way you can be sure that they are square to each other and tight in order to form a good seal. Then re-attach the adapter can flex line to the block from under the car. Finally attach the other end of the flex line to the oil pressure gauge metal line that runs between the flex line and the gauge. Slick, huh?

So there you have it. The "Nut's" take on oil leaks. I know my four-banger engine is alive and well because it does leak. But not very much!

through the windscreen



Don Flamer

Ken Smith

In the last issue of *Moss Motoring* we posed the questions, "Are there too many British car clubs and are there too many British car meetings in the course of a year?" Thank you for the many responses you wrote, faxed and e-mailed to me offering your opinions. At the outset let me say that currently on the Moss Club Database we have a total of 440 British car clubs listed, and that's by no means all that there are! (If your club is unlisted, then send me details—you could be missing out!) Also, as a guide, we are listing nearly seventy events in our comprehensive calendar elsewhere in this issue, and it's only February! So we have lots of clubs and many events on which our hobby is based.

Of course there were many differing shades of opinion. The people in the eastern part of the country certainly don't think there are too many events. But then again we must bear in mind their driving season is much shorter than that on the West Coast, where some people felt there were perhaps too many events, year-round. However, overall, the general consensus is that things are just fine as they are and I'd like to offer a couple of quotes from the many we received.

"First, there are lots more British car events now, than just a few years ago, and few people have the time, or desire, to attend them all. So we tend to pick and choose which we attend based on time and money available.

Second, as the number of classic British cars declines, ownership tends to become more concentrated with a fewer number of owners. Just think how many people you know who own two or more British cars. Then think how many of those multiple cars get left at home!"

—Lloyd Decker, Kansas City MG Car Club

"I do not believe there are too many British car clubs, however, I do believe there are far too many single marque clubs! Here in a large midwest city where I live, we have an MG club, a Triumph club, an Austin-Healey club, a Jaguar club and a Mini club! That's too many. We should have one single British car club. By breaking ourselves down into so many separate entities, we have almost no contact with each other and this is a shame. Each of the cars in our respective groups have their own unique qualities that members of other clubs may learn to like—but who would know? Plus, we leave out so many other enthusiasts who own cars such as TVR, Lotus, even Rolls Royce, who because of small numbers don't get the attention they deserve if they belong to a single marque club.

Of course, I only address this on a local level. The single marque national clubs are still the best way to share information on a specific marque, and are also the best way to meet people having a similar interest across the country. However, on a local level, instead of having several, fifty member, single marque clubs, by joining together you could end up with a 250 member British car club! Imagine the ideas that could be developed by such a diverse crowd. Imagine how interesting the newsletter could be with all the different

To commemorate Donald Healey's 100th year in 1998, 100 Healey cars formed a "100" at the Healey International '97 Meet held in Park City, Utah in August 1997.

stories emanating from the different cars. A final plus is that by banding together in today's climate of ever-increasing restriction on owning and driving older cars, the old adage of "strength in numbers" could prove very true."

—Robert Rushing, St. Louis, MO

Robert, all I can say is that there are quite a number of British car clubs in existence which accept ALL types of British cars, from Minis to Saracen armored cars! They all get along very well, and the stories in the magazines are as you say, interesting. There are also several major umbrella organizations such as the Chicago British Car Union and the San Diego British Car Council who put on superb shows. But these are not strictly speaking, clubs.

So I guess at the moment it seems the majority of you are happy with the number of individual clubs and also the number of meetings each year.

One final note however, it really saddened me to read one club magazine that "all the officer positions are vacant together with a front page headline stating—"This organization is dying—Help needed!" To which I say, Hey people! You know who you are—get with the program and support your local club!

New Triumph Club

Long, long ago in a far-off land we used to sit glued to TV on Saturday night watching a BBC program called *Bergerac*, a detective story set in the lovely Channel Islands off the French Coast. My main interest was to see John

please turn to page 31



The Triumph 1800 Roadster of Marty Lodawer poses at Universal Studios.

Under the Bonnet By Eric Wilhelm

On the Road Again...

Jack and Lug Wrench or Wheel Hammer: Are they really in the trunk? Better check!

File: Carry a point file, fuel pumps can be given enough life to at least get you home.

Electrical, Wire, and Duct Tape: These items are self-explanatory and very, very useful!

Spanners: (See how British we are!) A basic set of combination wrenches are an absolute necessity. Make certain they are of the appropriate type for your car. (i.e. Whitworth, SAE, etc.)

SPARES

Many of you may be contemplating a serious long distance journey to one of the many fine events listed in our calendar on page two. Preparations and plans for an extended journey involves as much as anything, plain common sense. So let's take a look at what you might be doing before you leave on your trip.

ENGINE COMPARTMENT

- Check all fluid levels and top up as necessary.
- Inspect all hoses and belts for cracking. Make certain all electrical connections are clean and tight.
- Check carburetors for leaks, and if applicable, add oil to dashpots.

OUTSIDE THE CAR

- Inspect tires for cuts and wear. Replace if necessary—worn tires can kill!
- Inflate tires to proper pressure. (Don't forget the spare!)
- Turn on all lights and check for faulty or burnt out bulbs. Make certain both high and low beams are functioning properly. Sound the horn!
- Make sure your wipers and blades operate efficiently.

TOOLS

While many of our cars had factory tool kits, over the years some have either been lost or removed from the car entirely. It's best to carry a rudimentary tool kit in a box or roll and while requirements vary from car to car the following is a basic list of necessities.

Pliers: Needle nose and regular.

Screwdrivers: A couple of sizes of both straight and Phillips.

Crescent Wrench: Call it an "adjustable spanner" if you wish to sound British!

Jer Gauges: Some of us always have a fear of the point closing up and no way to set them. Indulge yourself by carrying this essential item—they don't take too much room!

consists largely of combustion by-products and resultant acid formation and none of us want acids circulating in our engines! It is because of this that the oil must be changed periodically.

Despite some current claims that oils in modern cars only need to be changed at intervals of 10,000 miles or more, our older British sports cars still require oil changes at least every 3,000 miles (or six months if the car isn't driven 3000 miles during that period) for maximum longevity. If in doubt follow the factory recommendations for frequency of oil changes.

One legitimate variation to the factory recommendations is the use of multi-viscosity oils with additives. The only defensible use of single viscosity non-detergent oil in engines, is in old worn engines which have been run in with older type oil. Modern type oil in these engines will often flush out accumulated build-ups of matter which worn engines sometimes rely on to keep operating as well as they can. A sudden release of these build-ups is not always beneficial.

If your owner's manual specifies only single viscosity oil, picking the correct multi-weight oil should not be difficult. For general use, 20W-40 is typically a good choice for most engines. Consistent very high temperatures and/or very "hard" driving may require the use of a higher viscosity rating due to elevated oil temperatures. Conversely cold conditions may very well require a lighter oil.

The actual process of changing the oil is not difficult. Drain the oil when the engine is warm into a large drain pan. Clean, replace and tighten the drain plug (and the drain plug washer if one is used!), replace the filter with a new one and fill with new oil. Run the engine and look for any oil leaks. Shut the engine down and let it sit for about five minutes minimum, then recheck the oil. It may be necessary to add a little more oil to reach the full mark on the dipstick. DO NOT overfill the engine with oil, as this may lead to "foaming" which drastically reduces the oil's ability to properly lubricate your engine.

CHANGING THE OIL

An essential task prior to a long journey and one that is probably our least favorite maintenance activity is changing the oil. However it is probably the most important of all operations for ensuring long engine life and cool running. Engine oil serves two major functions: lubrication and cooling. Moving parts rely on a very thin film of oil to prevent frictional wear, and the circulating oil absorbs a good amount of heat from the engine. The latter characteristic is demonstrated by the reduction in engine temperature when an oil cooler is used.

For proper lubrication, absolutely clean oil is essential. Since the lubricant is extremely thin any contaminant will severely interfere with proper lubrication, and while a good oil filter will remove most particulate contaminants from the oil, chemical contamination is not so easily removed. Chemical contamination

If you have a spin-on oil filter, changing it couldn't be simpler. Just be sure to follow the installation instructions, and don't over-tighten! The older canister-type filters with replaceable elements, are much messier and more difficult to deal with. This type has a separate sealing ring between the upper edge of the canister and the filter head, which fits into a deep groove within the filter head. Always replace your old seal with the one included

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MOSS MARKETPLACE



Lucas Style Generator
Replaces original Lucas types 222258 and 22700. Fits MGA, MGB thru '67, TR2-4A, Sprite/Midget 1098 & 1275 thru '71, and many others such as Morris Minors, Minis, Daimler SP250, Sunbeam Alpine, and various Simcas, Rovers, and Fairthorpes. These are brand new generators of the 1960-67 type, with straight (non-stepped) solid cases, and Lucas (spade-type) connectors. They also feature cast iron instead of diecast zinc alloy end plates. For use on pre-1960 cars (which originally had threaded post connectors) use 1 each Lucas connectors #161-580 and 161-520, and 1 each insulating sleeves #161-540 and 161-570.
140-200 \$74.95



MGB K&N Air Filter
For MGBs with brake servos and twin 1 1/2" SU carbs. Good filters which clear the brake servo were almost impossible to find until now. These excellent K&N filters will not only clear the brake servo, but provide the best filtering available, along with K&N's famous 10 year/one million mile guarantee. 2 required.
222-985 \$49.75 each



MG TD-TF Master Cylinder Assembly
This reproduction master cylinder assembly is a great alternative for the more expensive original Lockheed unit (still available, #180-730).
181-195 \$124.95



MG TD-TF and 948 Sprite/Midget Generator
Brand new beautiful reproductions of the Lucas originals, with straight case (non-stepped), cast iron end plates, and tach drive with brass oiler. (For T-series. These do not have "windows" for access to the brushes, so for original appearance, re-use the cover band from your old generator.) They do have Lucas (spade) connectors instead of the older threaded posts. To convert your ring terminals, use 1 each connectors #161-580 and 161-520 with 1 each insulating sleeves #161-540 and 161-570.
140-300 \$149.95



MG TC-TD Thermostat Assembly
Exactly as original, with cast iron bodies, bypass cut-off sleeve, and soldered-in thermostat.
434-168 \$82.45

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



Late MGB/Midget Steering Lock and Switch Assembly
Fits MGB 1974-'80, Midget 1975-80. Replace your ailing ignition switch/steering lock assembly with confidence. These beautifully made reproductions look and function perfectly. Complete assembly with two keys.
263-640 \$139.95



MG Exhaust Tip
Popular in Europe in the 1950s, this polished alloy accessory "clamsHELL" exhaust tip looks great on older MGs. Secures to the tailpipe with a band type hose clamp (not included).
224-140 \$99.95



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

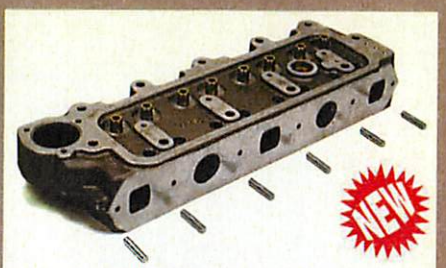


Castrol Oil Collectables
Dress up your garage with a selection of genuine Castrol memorabilia. Oil cans just like these were used when all proper British high performance cars ran on Castrol R oils, with their wonderful organic aroma, and were to be seen at every racetrack pit and garage forecourt in the U.K. True to the originals, these are also in the classic Imperial Measure. The classic Castrol self-adhesive labels look great on tool boxes and in garages, but please refrain from putting them in the kitchen or boudoir.
Oil Can, 1/2 pint 216-545 \$14.95
Oil Can, 1 pint 216-555 \$15.95
Oil Can, 1 quart 216-565 \$17.95
Label, 10" diameter 215-860 \$6.95
Label, 5" diameter 215-870 \$3.95



MGA / MGB Heater Assemblies
Just like the original one in your car, but better because it's brand new. One of these superbly reproduced heater assemblies is just what you and your favorite passenger need to keep toasty warm on those cold evening drives.
MGA (except Twin Cam) 362-900 \$389.95
MGB 1962-73 (to car #303703) 454-440 \$299.95
MGB 1973-76 (from car #303074) 363-005 \$299.95
MGB 1977-80 363-015 \$399.95

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



MGA, MGB Alloy Cylinder Heads
Better than stock heads in many ways, our new aluminum alloy cylinder heads are sure to please. Nickel steel valve seats ensure trouble free use with unleaded gasoline, while better porting and combustion chamber design combined with the greater heat dissipating properties of aluminum result in a noticeable power increase. The 1968-80 head is smog legal when used with all stock emissions control equipment.
MGA, MGB thru 1967 451-805 \$698.50
MGB 1968-'80 451-815 \$698.50



RAC and St. Christopher Badges
Add a couple of new badges to your collection! A recent European buying trip came up with these two, which we are pleased to add to our growing selection of period accessories.
R.A.C. Badge, 1950s/60s style 408-695 \$49.95
St. Christopher Badge 408-435 \$49.95



1:18 Scale Mini Cooper Model
Hand made in Japan by Kyosho to a big 1:18 scale. Not to be confused with a destructible item for kids, this is a very detailed adult toy. Operable hood, doors and the steering wheel turns the front wheels. Comes with a British Union Jack decal for the roof. Simply excellent quality.
220-650 \$59.95

MOSS MARKETPLACE



High Performance Starters

Start your engine with the ease and reliability afforded by these modern replacement starters from Moss. If you want a new starter, these are the only choice, as new Lucas starters are no longer available commercially. These work very well, indeed. One of our employees who has had one on his TR for over 10,000 miles says it's the best starter he's ever used on a British car!

| | | |
|-----------------------------|---------|----------|
| MGA, TR250, Sprite/Midget | 541-545 | \$229.95 |
| MGB thru 1967 | 140-475 | \$229.95 |
| MGB from 1968-'80 | 131-215 | \$229.95 |
| TR3A from TS50001 thru TR4A | 541-535 | \$229.95 |
| TR6 | 541-555 | \$229.95 |



"Optimate" Battery Optimiser and Charger

"Optimate" is a fully automatic optimiser for conventional and maintenance-free vehicle batteries, as well as GEL batteries, from 2.5Ah. It precisely assesses, charges, maintains, and recovers even deep-discharged batteries. It also conducts an hourly test for voltage loss once the battery has been charged, and warns of any problem. A useful feature is a separate warning light to indicate inverse polarity connection. "Optimate" works so well that we use them to keep our company TR3A and TD pickup ready for the road. (Not suitable for NiCad or dry batteries.) Two year manufacturer's guarantee.

386-255 \$59.95

MGA Grille Assemblies

Guaranteed never to rust, as the outer surrounding "shell" is chrome plated brass, and the grille slats are polished stainless steel. These are of much better quality than others available in recent years, and fit better, too.

Grille & Shell Assembly

| | | |
|-----------------------------|---------|----------|
| 1500-1600 | 990-060 | \$174.95 |
| 1600 MkII | 990-090 | \$209.95 |
| Outer Shell only (fits all) | 990-070 | \$119.95 |



"The Bone" Creeper

Will your old creeper roll on gravel? Does a washer on the floor stop it cold? The Bone's 5" wheels ride over these and other obstacles with ease. The Bone is truly an amazing new design that cradles you in its one-piece molding of high impact polymer. One inch ground clearance gives you more room to work, and lets you get to hard to reach places. Designed for long hard use by professional mechanics, the Bone can't tip you, flip you, or disappoint you. It will work as hard and as fast as you do, and is built to be the last creeper you'll ever have to buy. (Special order only, the Bone will be shipped to you from the manufacturer with no added shipping charges.)

380-085 \$149.95



MG T-Series Alloy Tappet Cover

Polished aluminum tappet cover not only dresses up your engine compartment, but also helps keep those annoying oil leaks under control. Fits TC, TD, TF, 224-240 \$52.95

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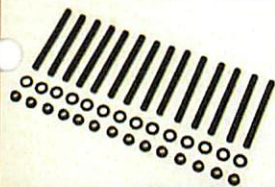
Customer Service
800-235-6954



TR250/TR6/GT6 Competition Head Studs and Rod Bolts

Don't use these unless you want your engine to stay together! Not just upgrades from stock hardware, these are the strongest and best available, specially engineered and produced for the most demanding competition use. Rod bolts are rated at 220,000 psi, and the head studs at 190,000 psi. The rod bolts have 12-point heads, and the stud set comes with 12-point nuts and hardened washers. Special moly-base lubricant and torque instructions are included with each kit. At only 21 to 33 percent above the cost of ordinary stock components, doesn't your engine deserve the best?

| | | |
|---------------|---------|----------|
| Head Stud Kit | 322-818 | \$127.95 |
| Rod Bolt Kit | 322-828 | \$111.95 |



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



MG T-Series Driveshaft Assemblies

Who would have thought we would ever again sell brand new driveshaft assemblies for 50 year old MGs? We do now!

| | | |
|-------|---------|----------|
| TC | 268-015 | \$198.50 |
| TD-TF | 268-025 | \$189.50 |



Triumph Dash Support Covers

Most original dash supports are now less than presentable - cracked vinyl with yellow foam showing through doesn't go well with a new wooden dash, recovered seats, and a new panel kit, does it? Finish off your interior restoration by re-covering your dash support with a new foam filled injection molded covers. Grain pattern and color are just like original, and installation is easy, requiring only contact cement, a sharp knife, and a little patience (none of which are included).

| | | |
|---------------|---------|----------|
| TR4A | 633-555 | \$109.95 |
| TR250 | 633-565 | \$109.95 |
| TR6, 1969-'72 | 633-575 | \$109.95 |
| TR6, 1963-'76 | 633-585 | \$109.95 |



Dunlop Tire Dusting Chalk

Straight out of the past comes this almost forgotten item once considered indispensable. This genuine Dunlop dusting chalk was used to dust new inner tubes to prevent their sticking to the inside of tires. These small shaker cans

are at least 40 years old, but are perfectly serviceable. Truly an unusual collectors' item. (Limited stock.)

452-790

\$6.95



CLEARANCE ITEMS

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

MG TD "Coffin" Valve Cover

Very serviceable and popular accessory, but not up to our normal quality standards. A great deal at this super low price!

224-220

\$49.95

Triumph TR3A-4A Panel Kits

These kits have non-original same color piping. Limited to stock on hand.

TR3A from TS22014-TS60000

Black/Black 645-020

Red/Red 645-030

Reg. \$359.95 Special \$259.95

TR3A from TS60001-TR3B

Black/Black 645-040

Red/Red 645-050

Reg. \$379.95 Special \$259.95

TR4

Black/Black 645-060

Red/Red 645-070

Reg. \$389.95 Special \$259.95

TR4A

Black/Black 645-080

Red/Red 645-090

Reg. \$369.95 Special \$259.95

Our Catalogs!

We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech-tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free, 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from October 6, 1997; all further notice.) Choose from MG TD-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000, Jaguar XK120-150 and Miata. Keep costs down, ask your sales advisor if you have the current edition of our catalog.



CLASSIC-FIED ADS

We Now Accept Credit Cards for Payment!

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the Summer, 1998 issue is March 31, 1998. Please send your ad, photo and remittance to: *Moss Motoring Classic-Fied Ads*, 440 Rutherford Street, Goleta, California 93117. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

MG



1949 MG TC/EXU. Only 494 made. BRG w/biscuit leather int. Complete top, side curtains, and tonneau. Runs great. New England Concours winner. \$18,000 (309)343-6927 IL.

1964 MGB Roadster. Pull handle model. Rare 5-main engine, Overdrive, Wire wheels, Factory hardtop fitted from new. All #'s match Ideal restoration project for concours enthusiast. Minimal rust. Heritage certificate. \$3500 (805)569-0934 CA.



1974 MGB GT. Aconite w/Tan Int. Many improvements including new clutch & tires. Classic plates. I am second owner. Very good cond. Proudly cared for. Asking \$3,800 obo (717)455-0903 PA.



1947 MG TC. Restoration in progress. Frame-up. New body, fenders, upholstery. Many Moss parts. Fitting and some metal work remaining. \$14,500. Call for specs. (360)786-5665 OR.

1970 MGC Roadster. BRG w/black int. Engine overhauled. New clutch, brakes, paint. Many new parts. No rust. Wire wheels. \$9,500 (937)435-2130 OH.
1977 MGB Roadster. Excellent Body, no rust. Runs great. Much recent work. Smogged. Wire wheels. Spare parts. Repair manuals included. Over \$4,000 invested. Moving-must sell. \$3,000 obo (530)573-1643 CA.



1974 MGB Roadster and 1967 MGB GT. Matching cars in rare Aconite. Both redone throughout and with new matching grilles, bumpers, air dams to look identical from the front. Ideal cars for movie or TV production-even for import to Europe where values will only continue to increase. Complete photo history of restoration of both cars available. \$18,000 for both (619)696-7496 CA.

1979 MG Midget. Murphy Green w/tan int. 35k miles. Clean in & out. Well maintained. Needs top. Runs great. Second owner. Can deliver? (818)248-7787 CA.
1953 MG TD. Red. Side curtains etc. Recent \$1000 complete brake overhaul. Less than 1000 miles in last ten years and maintained by MG 'Guru' Mike Goodman for last 42 years! \$15,000. (310)275-4929 CA.
1964 MGB Roadster. Roll-up windows with vent. Two tops, tonneau & ragbra. Fog lamps. Painted wire wheels w/Michelin radials. O/D. 1800cc engine w/two SU carbs. 160k. This a great running car. One they made right! \$6,900 (304)748-0506 WV.

1952 MG TD. Lt Green Body/Dk Green Fenders. New Green int. All chrome redone or replaced. New Tan top. Zero time on rebuilt engine and running gear since 1991. Stored. \$20,500. Call for appointment. to see (714)968-2094 CA. 1979 MGB Ltd Ed. 88k Miles (916) 577-3713 CA.

1950 MG TD. Full frame off restoration. Burgundy Red w/Biscuit Leather int. Chrome grill & light bar. Immaculate Condition. New throughout. Only 1600 miles on new motor. \$14,500 (805)371-9359 CA.
1978 MGB. British Racing Green. Wire wheels, weber carb. Restoration Dec. 1996. Over \$12,000 in documented expenses. \$10,000 obo (520)298-6091 AZ.



1952 MG TD. Yellow w/black top & int. Runs good. Looks great. Extra Rear axle & miscellaneous parts. \$12,000 obo (500)346-3843 KS.

1970 MG Midget. Complete but needs total restoration (Condition 5) Clear CA Title. Engine does not run. Vehicle located in Santa Barbara. \$695 obo (805)964-9449 CA.
1962 MGA Mk-II. OEW/red int. 17k on motor & mechanicals, 92k total miles. Mechanically perfect, cosmetically outstanding. Same owner 12 yrs. Comes with bushels of spares! \$12,500 (805) 237-0693 CA. or ceannon@tcsn.net
1954 MG TF. Right-Hand drive. Rebuilt engine. NEW: top, brakes, bumpers, carpet, paint. No rust. Nice car throughout. Shipped from England in 1972. \$14,500 (408)659-4160 CA.



1968 MGC Roadster. 49k. Original black bare metal respray. New interior. Much new-top & tires, FogRanger spots, very rare six cylinder automatic, luggage rack, headlight covers, 95% done. Seldom driven. \$7,500 obo/trade (715)478-2276 WI. or e-mail: rkhhutch@newnorth.net



1930 M-Type MG. Primrose w/Black. Runs/drives well. Oxford-bult. Correct 847cc engine; 4-speed non-synchro gearbox; mechanical brakes; rear-mounted spare; new crown wheel and pinion; fold-flat windscreen; spares. \$15,000 obo. (619)278-5359 CA.

1962 MGA Deluxe. Chariot Red w/Black int. Restored in 1989, in very good condition. Runs and looks great! Same owner since 1976. \$12,600 obo (815) 943-1528 IL.
1956 MGA. Not running. Motor free. Garaged last 25 years. Restorable or for parts. Hundreds of dollars in new parts, including solid walnut dash. \$1,900 (541)745-7945 OR.
1979 MGB. Black. New top, new tires. Runs great, have mechanical records, smogged, registered. (805)492-5403 CA.



1974 MGB. Always a California car. Absolutely beautiful factory original paint. Garaged. Lovingly maintained. 62,803 miles. One of the nicest original MGBs anywhere at any price. ph-(909)799-3420 or fax-(909)799-0068.

1958 MGA Coupe. Solid, good driver. Trade for roadster or \$6,900 or combination. (440)839-2249 OH.
1951 MG TD. Red/Black. Same California owner - 28 years. Runs good. Good for restoration or drive & enjoy as is. \$9,000 (562)435-0157 CA.
1976 MG Midget. Convertible. 41K original miles. Original Orange paint (w/orig. decals on doors). No rust, no dents, perfect condition. New top, Michellins. Asking \$2,499 (805)563-0982 CA.

1979 MGB Roadster. Custom red paint and new interior. Mechanically sound. 81k miles. Two soft tops. Complete with Moss extras. Recent show winner. Cherry condition. \$6500 (650)738-0893 CA.

TRIUMPH

1978 Triumph Spitfire. Runs well. Many new parts. Needs finishing - and the Moss touch! Too much winter up here! \$1,850 (406)681-3127 MT.
1981 TR-7 Roadster. Last of the classic "bugs in the teeth" British sports cars. Hunter orange. 80k. No rust. California car. New clutch and Robbins top. \$3,750 (860)434-0455 CA.

AUSTIN-HEALEY



1955 Austin-Healey 100S. 1 of 50 made. Old English White/Lobella, concours winner, Road & Track winner, race history, featured in magazines & books, \$150,000 or obo. Fax-(530)626-9388 CA.

1965 Austin-Healey BJ8. BRG w/black int. 12,000 miles on rebuilt engine. Needs paint, minor body work and upholstery. \$18,000 (520)742-6961 AZ.
1959 Austin-Healey 100-6. Needs restoration. Car in primer. Engine stock. Has soft and hard top. Wire wheels. \$4,500 (516)794-7279 NY.
1964 Austin-Healey BJ8 MkIII. Photo documented frame-off restoration. Olde English White w/blue int. and top. Frame and body panels prepared at RedStrip™. Stainless steel wheels/exhaust. \$26,500 (205)979-5907 AL.
1955 Austin-Healey BN1. Red w/black leather. Second owner. Restoration completed 1997. Removable hardtop. Chrome wheels. Excellent condition. \$19,500 (810)220-2754 MI.

JAGUAR

1955 Jaguar Mark VIIM. Four door sedan. Complete. Original. Not running. Requires restoration. Rust free car. \$2,500 (520)742-7975 AZ.
1966 Jaguar Mk X. 66k miles. Nice \$8500 obo. (440)839-2249

OTHER BRITISH



1953 Singer SM4AD. 4-seat Tourer \$5,000. Will take more. (707)838-4747 CA or e-mail: Grmjaguar@aol.com

1955 Morgan Plus 4. Drophead Coupe. Rarest Morgan; Only 21 built. Twin spare, TR Engine, Cowled Radiator. Complete and original, ready for restoration \$12,000 obo (303)233-7573 CO.

WANTED

MGB Roadsters 1962-74. Any condition. (562)424-1819 CA

TR Overdrive

(Continued from page 18)

to 1 1/2" wide and 1/4" thick) placed over the two long studs. Start them back in their original holes to hold the spring in place. Now, start the car again and, while in fourth gear, look for a profuse amount of oil leaking around the accumulator piston under pressure. While you are at it you might check and see whether or not there is even enough oil to force the piston back against the spring.

Next Test

At this point it is necessary to remove the overdrive unit from the car, which of course means removing the transmission. Separate the two units and remove the same plug where you were previously looking for oil on the top. By leaving the ball in place and removing the spring and cap, you can apply air pressure to the system which should force the two pistons out against the actuator bar. If you hear a great deal of air hissing, you could indeed have bad rings on the applied pistons.

This system is a little unique in that two types of piston rings were used. Earlier cars usually have interlocking cast iron rings, while later cars tend to have rubber O-rings. After many years (and rebuilds) though, Lord knows what may be in there! At this point you have now exhausted all possibilities for hydraulic malfunctions.

Background Noise

Robert Goldman



Triumphs & Healeys, MGs & Miatas

Like chocolate and peanut butter, old sports cars and new will commingle at the Moss 50th Anniversary Sports Car Festival. Yeah, I know. They're not British. They're not old. They're all identical. Their owners have koodies, and did I mention they're not British? What a bunch of losers.

Well let me tell you the story of another bunch of losers. Us same folks, the ones who look down extended noses at that modern upstart Miata are merely re-

And what of this invader? Is there nothing about it to draw our interest?

peating history. As I write this, with a scant 20 years experience in the British car hobby, I am reminded of the things I've heard said about British cars and their owners by other British car owners.

My earliest recollections of learned pontification around the Moss shop include such intellectual gems as "MGAs are worthless. They'll always be worthless. They're ugly, and not really MGs." Knowledgeable experts also informed me to pass on the first British car I ever bought, a Healey 100. The reasons were simple and logical. The car was obscure and there would never be an adequate parts supply. This from within a company which now offers a 160 page compilation of obscure but readily available replacement parts for the classic Austin Healey 100.

Upon buying "the least desirable of all TRs" - a TR4, I had every reason to believe my father would never speak to me again. Later, that same TR4 was drummed out of the parking lot at an MG meet. Not being content to fit in, I experimented, always driving the wrong brand of car to various meets. Morgans, it seems, have the best chance of being accepted by other groups. They are unusual, but non-threatening.

So now we come full circle, and in the heat of battle no one notices the circled wagons consist of MGs and Triumphs, Austin Healeys and Jaguars. Land Rovers are sent out as scouts and

Lotus is held up as the unsullied original from which the upstart Mazda was copied. British cars lock arms to repel the invader.

And what of this invader? Is there nothing about it to draw our interest? The designers and engineers, British car owners themselves, spent considerable time in cars like the Triumph Spitfire and Lotus Elan. They wanted to recreate the appeal of these cars. Within the context of modern requirements such as air bags and emission control systems they did a remarkable job.

The more popular Miata accessories become, the greater benefit to our British cars. Miata products, requiring very little in the way of tooling and inventory investment, generate the cash we need to continue remanufacturing obsolete British parts. Banks are loathe to lend money for the manufacture of obsolete parts. They don't understand. Miata parts help us maintain the necessary economic vitality to make long term product development and inventory investments.

In an age of transverse engine front drive cars, the Miata retains a traditional rear drive layout. The gear change is swift and precise like a Spridget. Steering is rack and pinion. The brakes are awesome (thanks to modern technology), and handling is a lot like most of the British four bangers - tall out and spinning the right rear wheel. Like most British cars, the Miata is down on power. Take a look under a few Miata hoods at the Festival. The big belt driven air cleaners you will see are street legal aftermarket superchargers. Some of you may remember the popular Judson superchargers of the fifties. Now Eaton, another American company, is making a compressor which fits just ever so nicely under the hood of a Miata. In fact, both engine tuning and suspension modifications are extremely popular amongst Miata club members. Does any of this sound familiar?

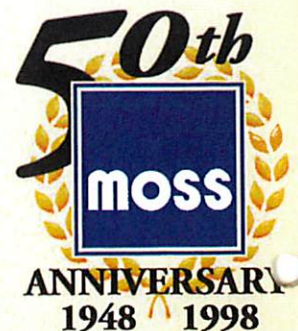
Curious how your British car compares in power and speed? As part of the 50th Anniversary Festival, we've invited Oscar Jackson of Jackson Racing in Westminster, California. Oscar runs a Dynojet dynamometer, the type used by NASCAR to determine just how much power those T-Birds are making. The good folks at Dynojet are supplying a portable dyno which will be located at the Santa Ynez airport. For twenty bucks you can see what your ultra-modified, Weber carbureted beast really does. My little Morgan 4/4 with its 1.5 liter Ford engine put out a whopping great 75.5 rear wheel horsepower. While not the most power ever recorded, it was loud enough to make the Dynojet guy plug his ears, and he's used to NASCAR V8s with open exhaust.

We're holding the slalom at the port as well. This gives us more room. This year we ran identical slaloms for the Miata Club of America National Meet and at the Moss Festival, although on different dates. Those Miatas put up some awful quick times. We British fanatics have a tough road ahead. The TSD rally will end at the airport and lunch will be available, thanks to the local Experimental Aircraft Association. Also, the medieval village will be back, providing a diversion for the junior members of the family.

This year's event is free because we want to thank everyone for helping us stay in business for the last half century. And yes, the Miatas are invited because they are now every bit a part of our business. There are several Miata Club of America chapters here in California, and their members are very much like you.

A couple final notes about this year's event. Because of the high expected turnout, we're asking that only campers with show vehicles camp on the main show field. Also, please bear in mind that we will be providing live entertainment which will go on past 10:00 p.m. Please don't ask us to shut things down early. Many of the people who camp do so because they want to have a late evening party without having to drive home. While we're not advocating anything goes policy, we also are loathe to play cool. If you want quiet, stay at one of the event hotels. If you're having a late night party, please be a little sensitive to those around you.

Believe it or not, the volunteers who run this mess would actually like to enjoy the Festival themselves. There's not likely to be another event like this one for many a moon. See you there.



Windscreen • (Continued from page 22)

Nettles, who played the title character, drive a beautiful Triumph 1800 Roadster, on his way to solve the mysteries. So what has this to do with dear reader? Well, this morning I received notification of the TRIUMPH ROADSTER CLUB a subsidiary of the English organization whose North American Secretary is seeking the whereabouts of other Triumph 1800 and 2000 Roadsters in the United States. If you have one of these unique vehicles or are at all interested please contact Melvin S. Merzon, 5051 Greenleaf, Skokie, IL 60077, phone (847) 677-7341 or you can fax him at (312) 836-3982.

We also learn of a new MG club which has been formed in the Austin, Texas area. Known as the CAPITOL CITY MG CLUB they have already enjoyed several meetings. If you live in this area and have an MG you might contact Thom Blair at (512) 258-7470 or drop him a line at 2804 Chimney Swift Trail, Cedar Park, TX 78613.

The First Fifty Years • (Continued from page 11)

shipments every day, including a stack of boxes from UPS, several truck shipments and also a weekly 40-foot container from England.

Orders are processed as quickly as possible. They are printed out in the warehouse, usually within minutes after the customer places the order. The warehouse staff pulls the parts for each order, then passes it on to Quality Control, where the parts are compared against the original order. The parts are then packed, weighed, and shipped. None of this would be possible without a computer system (Moss' fourth!) that allows orders to be processed quickly. We guarantee orders received by 3:00 p.m. PST will be shipped the same day, but we usually ship all orders received by 5:00 p.m. the same day. Since many orders for customers on the East Coast are processed through our New Jersey warehouse, the customer in New York may find the box on his doorstep 24 hours after the order was placed, without having to pay for air shipping. Where speed is essential, orders can be shipped overnight by UPS or Federal Express.

Behind the scenes are the Marketing/Technical Support, Catalog Research, and Art Departments. Technical Support is tasked with answering any and all technical questions that may come from customers or the staff. It is the Art Department, with its battery of computers, laser printers, and digital equipment that produces the famous Moss catalogs, and the quarterly color magazine, *Moss Motoring* that goes to customers all over the world. When you step back and look at Moss and the people that make up the staff, you get the impression that it is the enthusiasm for the cars that is the driving force rather than the traditional quest for market share and gross profit.

The Future

The market is unique, and although it's changed over the years, the world-wide love for British sports cars seems undiminished. They have appreciated in value, most costing far more now than they did when new. Nonetheless, there are fewer of them each year as they are lost to accidents or simple deterioration to the point where a restoration is not feasible. Even the exportation of British cars from the United States affects our market. The biggest problem is rust; a badly rusted body/frame can usually be repaired, but the cost may be more than the value of the car. British Motor Heritage has provided a solution unique in the history of the automobile.

BMIHT has produced new bodysells for the MGB (both roadster and GT), the Austin-Healey Sprite, and the Triumph

British Car Events Calendar • (Continued from page 2)

AUGUST, 1998

- 1 British Car Show, Dayton, OH, (937)837-5510
- 1 Austin-Healey Conclave '98, MI, (616)891-3526
- 6-9 Club T MG Rendezvous, Port Townsend, WA, (503)645-8435
- 12-16 Healey Encounter '98, Gettysburg, PA, (717)392-5380
- 13-15 UM Summer Party, Grand Rapids, MI, (616)682-0800
- 23 Taste of Britain, Lancaster, PA, (717)292-0579

SEPTEMBER, 1998

- 9-13 NEMGTR GoF, Watkins Glen, NY, (315)859-0962
- 12 Fallfest, Moss Motors, Dover, NJ, (973)361-9358
- 13 Battle of the Brits, Sterling Heights, MI, (810)979-4875
- 13 British Car Festival, Des Plaines, IL, (708)442-7380
- 17-20 British Invasion, Stowe, VT, (508)497-9655
- 19-20 English Motoring Conclave, Denver, CO, (303)755-1399
- 25-27 Indy British Motor Show, Indianapolis, IN, (317)887-3867
- 26 MGs On The Rocks, Bel Air, MD, (410)847-6862
- 26 British Car Day, Montgomery, AL, (334)244-6671
- 27 British Car Toy Run, Burlington, Ont, Canada, (905)336-0251

OCTOBER, 1998

- 2-4 British Car Festival, Waynesboro, VA, (540)943-1236
- 22-25 Triumphfest '98, San Luis Obispo, CA, (310)322-2546
- 29-11/7 Heritage UK Tour, England, (908)713-6251

TR6. With a new bodysell clad in state-of-the-art rust proofing, many more of these cars can be saved.

As to why there is such a demand for these cars, it's difficult to say. Most are bought for the sheer fun of it and the pleasure of being with like-minded enthusiasts. Some are bought as investments, some are bought "because it's the first car I ever owned". For the tinkerer, it's a car without miles of wires, hoses and sophisticated electronics. There isn't much that you can't fix with a simple toolbox. However, everybody has their own reason, but perhaps our Chairman, Howard Goldman, said it best: "The beauty of the British car, is that it needs you!"

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World Wide Web!
www.mossmotors.com

The Farina Magnette • (Continued from page 19)

and Riley versions of Farinas. To date we have discovered MG Farinas in Australia, New Zealand, Switzerland, even two in Perak, Malaysia (one the property of the Royal Family!) and I would be delighted if any owners would contact me. Please write to: 44 Highfields Road, Leighton Buzzard, Beds, LU7 8LZ, England.

Under the Bonnet • (Continued from page 23)

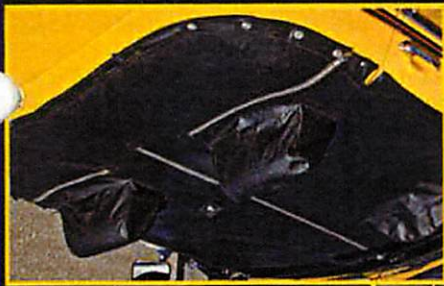
with the new filter element. The old seal is often so hardened by age that it might seem there's no seal there at all! A sharp ice pick or similar tool may be required to remove the old seal. Some cars, notably MGAs and early MGBs, have filter heads which are retained by the filter canister bolt, and have another similar seal between the filter head and the block. This seal should also be replaced.

Finally, as with any oil change it is essential that the old oil is disposed of in a legal and environmentally safe manner. Many gas stations and garages will handle this final process for you at nominal or no charge.

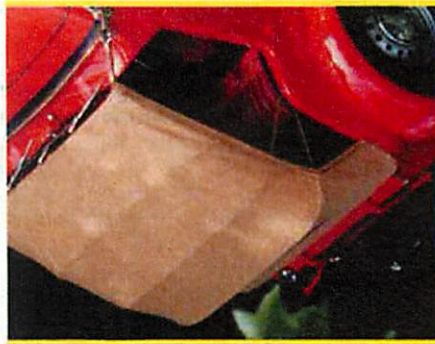
(I would like to acknowledge the help of my colleague at Moss, Craig Cody, in the preparation of this feature.—EW)

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