

MOSS **MOTORING**

British Wings & Wheels!



Plus:

**Buttonwillow
British
Extravaganza**

Fall, 1999

Volume 18
Number 3

MOSS

British motoring events

AUGUST, 1999

- 2-6 GoF West, Whistler, BC, Canada, (604)253-4145
- 3-5 Minis in the Mountains, Colorado Springs, CO, (303)797-7116
- 7 British Car Day, Dayton, OH, (937)293-2819
- 7 British Car Day, Cleveland, OH, (614)899-2394
- 6-8 All Triumph Drive In, Wenatchee, WA, (206)325-8554
- 6-8 BMCNE British Car Annual Festival, Wachusett, MA, (401)539-2879
- 9-13 Austin-Healey 1999 West Coast Meet, San Diego, CA, (619)278-0414
- 19-22 Club MGT Rendezvous, Florence, OR, (503)659-3517
- 20-21 UM Summer Party (featuring MGCs), Grand Rapids, MI, (616)682-0800
- 21-22 Heartland British Autofest, Davenport, IA, (309)797-2043
- 21 British Car Encounter, Camelback, PA, (610)865-3419
- 21 British Car Exhibition, Jackson, MS, (601)442-8684
- 26 Vintage Vroom, Uptown Shelby, NC, (704)484-3100
- 27-29 MG Drivers Gathering, Hancock, MA, (908)713-6251
- 29 Taste of Britain Car Show, Lancaster, PA, (717)292-0579

SEPTEMBER, 1999

- 3-5 All British Show, Kansas City, MO, (913)248-9197
- 3-5 Portland All British Field Meet, Portland, OR, (503)504-2236
- 11 BMCA Summerset Show, Little Rock, AR, (501)219-1080
- 11-12 British Car Meet, Palo Alto, CA, (310)392-6605
- 12 British Car Festival, Des Plaines, IL, (630)773-4806
- 12 Battle of the Brits, Sterling Heights, MI, (810)979-4875
- 16-19 Southeastern Fall GoF, Hiwassee, FL, (770)457-4561
- 18 British Car Day on the River, Evansville, IN, (812)683-2003
- 18 Fallfest, Moss Motors, New Jersey, (800)431-2496
- 19 Colorado English Conclave, Arvada, CO, (303)755-1399
- 19 British Car Show, Chesterland, OH, (330)854-5502
- 19 English Car Affair in the Park, Victoria, BC, Canada, (250)474-3956
- 24-26 Indy British Motor Days, Indianapolis, IN, (317)227-7555
- 23-26 Gathering of The Faithful, Alexandria Bay, NY, (704)544-1253
- 25 British Car Days, Santa Fe, NM, (505)345-4207
- 25 MGs On The Rocks, Bel Air, MD, (410)817-6862
- 25 British Car Day, Montgomery, AL, (205)277-3645
- 26 British Car Show, Lincoln, NE, (402)435-4905
- 26 British Car Day, Austin, TX, (512)250-9498
- 27-Oct 1 Int'l Jaguar Festival, Colorado Springs, CO, (336)294-3436
- 30-Oct 3 Triumph '99, San Ramon, CA, (510)656-3607
- 30-Oct 3 Fall Carlisle Swap Meet, PA, (717)243-7855

OCTOBER, 1999

- 2 MGs at Mercer, Doylestown, PA, (610)446-2073
- 3 British Car Day, San Diego, CA, (760)746-9028
- 1-3 Annual Fall British Car Festival, Waynesboro, VA, (540)943-1236
- 9 Triangle British Car Show, Louisville/Raleigh, NC, (919)286-3109
- 7-9 British Car Meet, Memphis, TN, (901)795-0688
- 10 American MGB Convention, Van Nuys, CA, (800)723-MGMG
- 10 British Car Meet Woodley Park, Los Angeles, CA, (310)392-6605
- 16 All British Meet, Tampa, FL, (813)752-0186
- 16 Brits On The Bluff, Natchez, MS, (601)442-8684
- 16-17 Tall Stacks Rally, Northern, KY, (513)321-9652
- 23 Brits at Renaissance Faire, Florence, AL, (888)356-8687
- 23 British Classics Show, Jacksonville, FL, (904)285-4998 ■

We are proud to bring you one of the most comprehensive listings of British car events taking place during 1999. If you are connected with an event and wish it to be advertised FREE reaching 200,000 readers—send details of your event as soon as the dates are confirmed, and at least two months in advance to: Events Calendar, *Moss Motoring*, 440 Rutherford Street, Goleta, California 93117. Closing date for insertion in the next issue is September 1, 1999.

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We can accept contributions that are laserprinted, or on 3 1/2" disc; text files from Mac or PC in ASCII preferred; but double-spaced, typed information is also acceptable. You can also e-mail your contributions to us at moss@mossmotors.com. We regret that we cannot return any material. We also reserve the right to accept or reject any material on whatever grounds we decide. We reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address and phone number. Contributors whose material is selected for publication in *Moss Motoring* will receive Moss Motors Gift Certificates in the following amounts:

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Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)



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Cover: The scene of our incredible British Wings & Wheels event in Santa Monica. Cover photo by Bruce Manning, FootageNow.

At Full Chat

Harry Newton



Postwar Sports Cars: Performance and Passion for the Road

As I view it, the four-year-old Petersen Automotive Museum in Los Angeles already is a National Treasure. General Manager Ken Gross and his knowledgeable cadre have made this an increasingly dynamic institution, not just another musty, static warehouse. An example of the way the Petersen Museum packages its history lessons was "Postwar Sports Cars: Performance and Passion for the Road", an exhibit that ran from mid-February through May. It related a meaningful, yet highly enjoyable three dimensional history of our hobby in what this observer considers its golden age, hitting the target almost "dead center".

Like many other enthusiasts and historians, I believe that the post-WWII decade was a vital period in automotive history. We saw the proliferation of high-compression V8 engines, automatic transmissions, air conditioning and 'power everything'. With that in mind, it is significant that only the early Porsche deviated from the traditional front engine/rear drive layout that for many years was the accepted configuration for sports cars, and normal passenger cars as



well. Yet, the '90s idiom for maximum performance is biased heavily toward a mid-engine layout, while front-wheel-drive is featured on most passenger cars

"The first requirement of a sports car must always be its ability to go fast."

Richard Hough, author of "A History of the World's Sports Cars" published in 1961

and on the current Fiat and Alfa Romeo Spyderys, with more, like the Audi TT, to come. Still, the purists among us remain



staunch defenders of the front engine/rear drive configuration.

In the Petersen Museum exhibit, the MG TC had a place of honor, recognition for it having been the vehicle which, more than any other, launched the sports car craze in America. Available only in right-hand-drive, 10,000 TCs were produced, and most came to America. England needed American dollars and a significant number of Americans had been smitten by the jaunty, nimble and economical MG. Many of them were raced, rallied and otherwise used in a sporting manner. The drivetrain was pre-war; a non-synchro, four-speed gearbox and a pushrod OHV 1.25 liter four-banger rated at 54HP, a combination that gave the MG TC a top speed, under favorable conditions, of about 80 mph. Sports cars, led by the MG, soon became the focus of a cult-like band of enthusiasts.

Jaguar soon became the next nameplate to capture America's new-found fancy for

sports cars. The XK120 was an entirely different proposition from the MG; ultra-sleek, powerful and fast. Ownership carried with it immediate status as an automotive connoisseur. The 120 mph Jaguar was so successful that demand even surprised the company, causing it to tool up for higher volume production in steel bodies instead of the initially intended, low-volume aluminum body construction. It wasn't long before the robust American market influenced the English to bias production in favor of left-hand-drive export models, with other British nameplates following suit. Considered the most handsome of the XK series, the XK120 enjoys the highest resale value among collectors. Each succeeding model was quicker, better handling and more comfortable. It was refreshing to see an unrestored fixed-head-coupe chosen for the Petersen display.

In 1954, the Austin-Healey 100-4 appeared, filling the price and performance gap between MG and Jaguar. Donald Healey's low-slung design was wrapped around off-the-shelf mechanicals from Austin to create a 100+ mph sports car.

At the Petersen exhibit, a French-bodied Spanish Pegaso was the first vehicle that caught one's eye as the escalator arrived at the second level exhibition area. Slightly more than 100 V8-powered Pegaso sports cars were built in the mid-1950s, usually with 'one off' Italian coachwork. The majority of the more than two dozen sports cars from a half dozen countries were grouped in a larger display hall.

"There is nothing special about a sports car except its capabilities."

Edward A. Campbell, author of "Sports Car Handbook" published in 1953

In addition to the seminal British sports cars, there was the obligatory Mercedes-Benz 300SL "Gullwing", plus several American efforts at creating a 'home-grown' sports car. The rare and exotic were even better represented. These included a Cistalia 202, Allard K3, Sata 208S and a Maserati A6 2000, plus a Bugatti 101C, just about the last car to bear that nameplate until the marque's short-lived 1990s revival.

Keeping company with the Bugatti, other sports car icons in the exhibit included an early 'Gmund' Porsche, Ferrari 342 America and an Alfa Romeo

1900. From America's 'Big Three' came a 1955 Ford Thunderbird (the very first one produced), a 1954 Chevrolet Corvette, and the Dodge Storm, with styling by Bertone (which didn't make it to production).

According to a chart at the exhibit, the 165 mph Mercedes-Benz 300SL was fastest, but only slightly quicker than the 160 mph Bosley. The somewhat arcane Morgan 'trike'

handling and general sportiness in defining the essence of a sports car.

Looking at the big picture, sports cars actually represented only a small percentage of the imported cars that invaded our shores during that first post-war decade, but their impact on America's love affair with the automobile was enormous. In 1957, slightly more than a quarter million foreign-built cars were imported into this country, of which Japanese



was the group's slowest, topping out at 70 mph. As for acceleration, as might be expected, the hybrids powered by American V8 engines joined Ferrari, Pegaso and Jaguar as stars in the 0-60 acceleration competition, while the Lancia Aprilla and Morgan were most leisurely, taking well over 20 seconds to attain that velocity...and the TC could get into the teens only if supercharged. Ultimate speed and acceleration ranked far beneath

makes accounted for a mere 403 vehicles. Imports represented a still seemingly harmless 2% of the new car market. Two years later, 'foreign car' sales had grown to a far more serious 10%, and even the most myopic Detroit executives got the message...something was lacking from the domestic automobile. I choose to think that the missing ingredient was "fun".

—Harry Newton ■

The Petersen Automotive Museum

A visit to this fabulous collection of rare and historic cars is an absolute must for any car enthusiast coming to Los Angeles. The Museum is located on Museum Row at 6060 Wilshire Boulevard and is open Tuesdays through Sundays from 10:00 a.m. to 6:00 p.m. Admission is a modest \$7 for adults and \$5 for

Seniors and juveniles. Covered parking is available, and there is an excellent gift shop situated in the Museum.

For further information and details on upcoming events and exhibitions call (323) 930-2277 or write to PETERSEN AUTOMOTIVE MUSEUM, 6060 Wilshire Blvd., Los Angeles, California 90036.

Springzel Speaking

John Springzel



In the Land of the Long White Cloud...

It's been quite a time for nostalgia lately, with contact from old friends and new enthusiasts. Firstly, Ken Richardson's son, Paul, paid me a visit here on Molokai and we spent a great day "talking story" as the locals here would say. His dad was one of the most successful competition managers of the fifties, was responsible for developing the Triumph TR2, and was test driver for BRM race cars. He was also a pioneer engineer with jet engines, and drove not only Formula one cars, but also won in International Rallying. A hard act to follow, but Paul worked for the



John tries on a BIG Healey at the 25th Rally at Napier, New Zealand.

Triumph Company, is a tremendous enthusiast, and produces one of the finest one-make magazines, simply called *Triumph over Triumph*. If you are even remotely interested in this make, Paul has so many great connections with the old factory employees that he can fill each issue with rare photos and even rarer stories. Well worth getting hold of if you can.

The Editor of your favorite *Moss Motoring* magazine, Ken Smith, and his charming wife Barbie, also came for a visit to Molokai. I hadn't seen Ken since the Moss 50th "do" so we had lots to talk about. We had previously met at a Goodwood Motoring Press Day many years ago, when we were both journalists for motor magazines in the UK. The Goodwood day was always very popular, and you put your name down to drive your choices from a very broad range of stuff provided by the brave manufacturers. People used to spin off in all directions, but there was rarely any real damage, and the unwritten rule of confidentiality prevented one's rivals from writing about these misfortunes in their columns. I am delighted that Goodwood is finally open again for racing, and the Duke of Richmond and Gordon—Charlie March—a real enthusiast if ever there was one, puts on his annual vintage races. All the cars, and most of the drivers, are from the wonderful years of Goodwood racing. You have to wear clothes of the time, the ambulances are all fifties vintage, and even the policemen wear uniforms of the time. There isn't a sign of Armco steel barrier, gravel traps or the like, and advertising is very restricted. Remember that all these decals on cars were not permitted until 1968! The racing is truly wonderful, and it gives everyone a chance to see what four wheel drifts, no ground effect, no wings or spoilers motoring was all about. Hey!—You can even see the drivers and what their arms are doing.

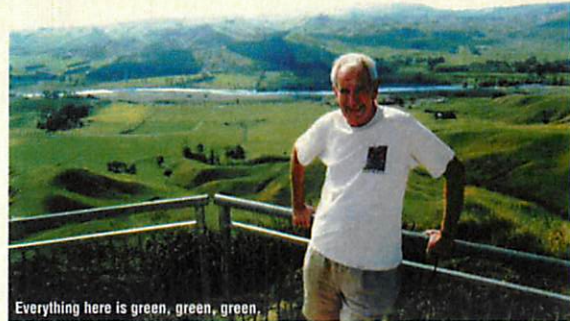
I have been in fairly regular contact with Pete Lovely, the Tacoma resident who

drove for the Lotus factory in Formula One cars in the early sixties. He went on to privateer with two ex-works Lotuses (Loti?) and one of them, was the car with which Jimmy Clark won a Grand Prix using the first of the Ford Cosworth engines. He has just returned from racing this car in Australia where he had great successes in their Vintage Formula One series. An Australian pal has sent me an e-mail amazed at how seriously these senior citizens tackle racing today. Pete and Jack Brabham must both be in their seventies, and the cars must be worth hundreds of thousands of dollars, yet no one gave any quarter and the television commentators were far more excited than they ever get at modern Grand Prix meetings! Now that Bernie Ecclestone has virtually stopped our regular channels from showing GP races, I rely on Pete to send me videos of the SpeedVision coverage, so that I can keep up with the World Championship.

Denise McCluggage is another of the sixties drivers with whom I recently spoke. She is well known as a motoring author, regular contributor to *Autoweek*, and also as a Pebble Beach Concours Judge. We were both driving Minis in races and rallies during the car's heyday. Her recent article on rolling a Mini at Brands Hatch Circuit, blamed the accident on the sudden rush of fuel through the large bore pipe connecting the twin gas tanks in the boot. This did remind me that the cars we prepared in those distant days, relied very much on modifications such as this, and without the zillions of dollars which now go into motor'sport' development, bits of plastic and jubilee clips were often the imperfect solution to everyday problems.

Another visitor to my tiny island was Mike Hughes, who co-drove with me on a couple of events in the very first Competition Department Mini. By the time we got our hands on it, Abingdon had transformed it into the prototype Mini Cooper, with a larger, twin carb engine and other modifications. At the time I was selling and modifying Sebring Sprites and we beat three of our customers with the Mini—which was not perhaps the best publicity for my business. We had a few splendid days of chatting about the past, and Mike reminded me that he was with Peter Harper when their Sunbeam Tiger "won" the Alpine Rally outright against the might of all the European Championship Factory Teams. They were disqualified for having undersized valves in the engine because Ford had changed the specification of their production motors without telling anyone at the Sunbeam works. I remembered this very underrated car as quite a delight, with tons of reliable power in a simple, though efficient chassis, and a pleasant two-seater sports body. What could have developed into a Healey-beater was sadly stopped when Chrysler bought Rootes-Sunbeam, and they were obviously reluctant to have competitor Ford supplying engines for their top sports car.

I had a super, though sadly too short, trip to New Zealand—the land of the long white cloud—to celebrate the Austin Healey Club's 25th Anniversary. It seemed a little cruel for me to point out that twenty-five years ago seemed an odd time to start a Healey club. The old works at Warwick's Cape had long closed, the later Headquarters in that fine old cinema were sold, as was the business, and Donald and Geoff kept only their small Cornwall facility. Geoff had gone to Rover's Development Department, where his great talents were mainly under-used, while Donald spent his time either with Healey Club activities, or with working on radios (his first love) and windmill power generation. The once famous Abingdon Competitions Department was closed down, and the only activity was through Special Tuning, where a Triumph Dolomite was run for the sole "works" driver, a well-known Sprite driver and an ex-employee of mine called Brian Culcheth. Although he later was incredibly successful when factory rallying was



Everything here is green, green, green.

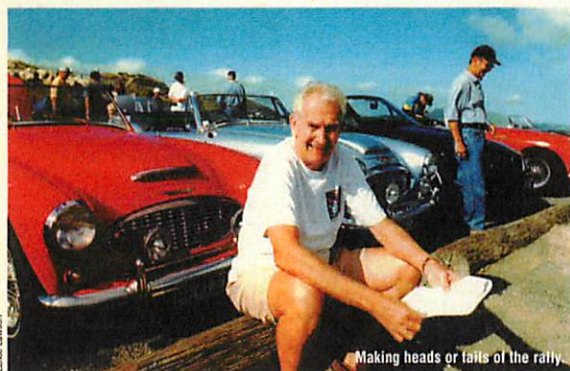
recount some experiences which I had almost forgotten about. The three days of nostalgia were accompanied by superb weather, and it was only the end of the week

seeing over this magnificent scenery before the rain well and truly set in. I was sad that John Ohlsen had recently died—one of my great Kiwi mechanics of the sixties, he later joined Carroll Shelby's team, and was responsible for much of the panel work on those competition cars.

New Zealand has well engineered roads, although they are twisty and narrow, and without large freeways. With all the hills and curves, motoring was truly a delight, even in the holiday traffic, and it was fun to see so many really old British cars in everyday use. I drove a Healey 3000 for the first time in 35 years over a section of the club rally, and it certainly reminded me of the sheer fun that this great car provided. The rest of my travels were in a modern BMW, and I hardly need to point out the huge progress that has been made in automobile engineering.

One of the special thrills on this trip was the sight of a perfectly restored Ariel Square Four motorcycle, which turned up for the gymkhana, among all the Healeys. My motor sporting career began just fifty years ago, with a Red Hunter Ariel, in what is now called a motocross race meeting, so this was my turn to think back to those golden years of our sport.

—John Springzel ■



Making heads or tails of the rally.

resumed, I seem to remember that in that year he didn't ever finish an event with the Dolomite! Anyway, apart from the unfortunate choice of founding date, the New Zealand classic British car scene is thriving. The Healey Club had a splendid selection of cars at the concours and on the various sporting events which took place over the Easter weekend, and a couple of evening dinners gave me a chance to chat and answer questions from a truly wonderful bunch of enthusiasts.

I was also "rented" out to the MG and Morgan Clubs gathering, where an even wider range of British cars was displayed, from a very old three-wheeler Morgan to an MGF. At the dinner session the inter-club rivalry was really entertaining, obviously someone had done a great deal of research, and the questions gave me a chance to

that showed me the 'long white cloud' which seemed to cover the country. An old friend did manage to fly me about for a bit of sight-



The Ariel Square Four.

Buttonwillow British Extravaganza

Sunshine Smiles All Around...British Car Racing Fans Gather en Masse for a Good Cause

Thanks to the generous support of Daimler/Chrysler, Budweiser, and a host of other fine sponsors, a substantial portion of \$28,000 was handed over to the Boys' and Girls' Clubs of Tulare County.

This was the biggest Extravaganza yet at Buttonwillow Raceway Park, with over 230 race competitors, over 150 show cars and many more spectators than previous years. Once again organizers, Dan and Darlene Longacre, pulled out all the stops both before and during the event to ensure a



smooth running of what is now acknowledged as the premier automotive occasion on the West Coast.

The weather was perfect, no rain and lots of sunshine although temperatures were milder than usually experienced in the Central Valley, a fact welcomed not only by the many spectators but also the 40-odd members of the Moss Crew who were treated to an all-expenses paid weekend's sport by the company!

The event has been extended to three days, due to popular demand, and most of Friday was spent tuning and preparing the cars, getting to know the line of the three mile track, and settling in. Saturday saw some keen morning practice followed by

track time for the everyday cars during lunch time. This is where the average driver could take his/her car out on the track and mildly experience what the racers do, although at a much slower speed! Show cars and historics mingled together as they lapped the demanding circuit called Buttonwillow. Speaking of historic vehicles, the Moss Extravaganza has become a mecca for some of the finest arcane machinery west of the Rockies—Morgan three-wheelers, an MG L1, and a Lagonda just to name a few. The oldest car being the 1916 National AC of Brian Blain. Their presence was very much appreciated by all involved, so much so that even our official event T-shirt featured a vintage "tripod" sports car!

Daimler/Chrysler brought a battery of their fine products, including the Prowler and Sebring convertibles to run as pace cars, and also gave attendees rides around the track with professional drivers and stars from the 'soaps' *Charmed* and *General Hospital*.

The vendor area was perpetually busy, especially the VARA booth where drivers signed on and received their complimentary event T-shirt courtesy of Moss Motors. All the corner workers from the Long Beach MG Club also received a shirt, as the event just couldn't happen without their vigilance way out in the far country! When your scribe mentioned to one worker that the





event wouldn't happen without their invaluable help, the reply came back, "No, it's the drivers who make the event—after all, I'd look pretty silly standing out there with my flags if no race cars turned up!" Touché!

Following lunch, an afternoon of qualifying for Sunday's real racing took place providing quite a few thrills for the thousands of spectators who had arrived from as far afield as Mexico, Canada, Britain and Hawaii! In the evening under clear blue skies, the feeding of the five thousand was eclipsed as plate after plate of delicious tri-tip and salad was consumed at the famous trackside barbecue! Diners then turned their eyes to the sky where, once again, Wes Selvege put on a super aerobic display in his Pitts Special for the fourth year running, shattering the lap record for the track at less than 50 feet off the ground! The night was long as some

real talent demonstrated the art of karaoke, some fueled by Budweiser's well known products!

Sunday morning 8:00 a.m.—A mandatory driver's meeting attended by many keen competitors and some rather damaged individuals from the previous evening's revelry! Once again the track echoed to the sound of tuned motors straining to gain the slightest advantage before the first major event of the day came to the line. The Moss Motors MG/Triumph Challenge was led from the start by an MG but eventually the Triumph of Wayne Blassman took the checkered flag heading Paul Smock with a win for the Coventry marque.

In the Moss-sponsored Sprite/Mini Challenge race, the Abingdon products reigned supreme although the Minis put on a brave show. The eventual victor was

Mark Matthews in his 1965 Sprite over Tomo Sato.

Meanwhile, a spectacular car show was taking place on the roads adjacent to the pits. Hundreds of classic British cars gleamed and glistened in the morning sun each one prepared to perfection by their proud owners. Popular voting resulted in the following winners in the various classes although everyone deserved an award for their presentation of some stunning cars!

The presentation of awards was followed by the draw for the main raffle prize—an Alfa Romeo Spyder—for which 600 tickets were sold at \$25. The lucky winner was Dr. Sid Frank an emergency room technician from Visalia, California.

Why not make plans to join us next year on May 6 and 7, 2000? ■

Sunday Car Show Winners

Mini—Jeff Henyan, 1961 Austin 7 Mini
 Jaguar—Walter Steffen, 1964 E-Type
 Early Triumph—Bob and Panny Jasper, 1958 TR3
 Late Triumph—Peter King, 1974 TR6
 Austin-Healey—Ben Francis, 1956 Healey 100
 Early MG—Chris Nowlan, 1948 MG TC
 Late MG—Matthew Curry, 1960 MG A
 Sprite/Midget—Michael and Mary Scarpatti, 1966 Sprite
 Lotus—Ken Book, 1987 Elise
 Other British—Clive Klassen, 1953 Simbeam Talbot 90
 Competition Cars—Pete Thielander, 1934 MG NE
 Best of Show—Jeff Henyan, 1961 Austin Mini



A REAL SEBRING SPRITE!

While at our Buttonwillow British Extravaganza we were rather taken by the neat little competition Sprite shown here. We learned that the owner's name is Herschel Silverstone and that one of his ambitions was to take the car to the real Silverstone circuit in England and run the car there!

Herschel and your scribe spent some time discussing the car and we thought the following story might be of interest to other Spritely people!

"I guess it all began in November 1980 when I noticed an advert in the *Los Angeles Times* for a 1959 Sebring Sprite—right hand drive! My appetite for vintage

racing had already been well whetted, specifically at Riverside.

I didn't know much about Spridgets in those days, but since my cousin Abbey (having owned the same Midget since 1961) was located in the same community as the seller, I instructed him to make a reasonable offer after viewing the vehicle. At the time, by the way, neither of us knew what "Sebring" meant, other than a race track in Florida.

The car was bought in December, though I didn't get to see it until February of the following year. It had a battle-scarred grey body with some minor damage, and two white stripes! A previous owner had changed out the running gear, substituting a MkIV engine, transmission, rear axle and front discs. However, the oil cooler looked original and old!



The dash instrumentation was definitely not standard, for example, where does one find an oil temperature gauge on a production Sprite? However, that is how I raced the car for two events in 1981 and by now I knew I enjoyed vintage racing!

For 1982, I obtained a set of racing wheels and tires, a "special" engine, a new tranny and had the car painted in the racing colors of Canada. I also joined the Austin-Healey Club of Southern California and in an issue of their magazine, there appeared a mention of the British Motor Industry Heritage Trust, attesting to their ability to trace the lineage of one's automobile from the original records. So, off went a request.

About this time, my cousin and I came across a Sprite/Midget repair manual by Floyd Clymer. Not only did this book have a chapter on special tuning, but also a story about one of the 1959 factory-centered Sebring Sprites, being driven from Florida to California by Ocee Ritch. Wouldn't it be something if that were the car I now owned?

Well indeed, back came the answer from Heritage, and sure enough, the car I own was one of the 1959 factory-centered Sebring Sprites! Now to prove beyond doubt that mine was #55. After several attempts to establish the history of my car for the last thirty years I decided to place a "free" subscribers advert in *Victory Lane*. The ad requested information about the other three chassis numbers that had been entered at Sebring.

Surprise and joy happened sometime in January 1989, when Robert Thurlander of Napa called about my ad. He knew that he also had a special car, but what was it? You see, his chassis number matched (so did the car body number) and he still had all the factory 'goodies' with the car, such as four wheel disc brakes. However, we still couldn't determine what his car's number was, until...

Ron Hampton of Lexington, Kentucky called. A friend of his in the local BMW Club had noticed the ad in *Victory Lane* and asked Ron, "Wasn't this the car you raced in 1960?" Yes it was, replied Ron and further offered the information that the car had been destroyed

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BRITISH Wings & Wheels

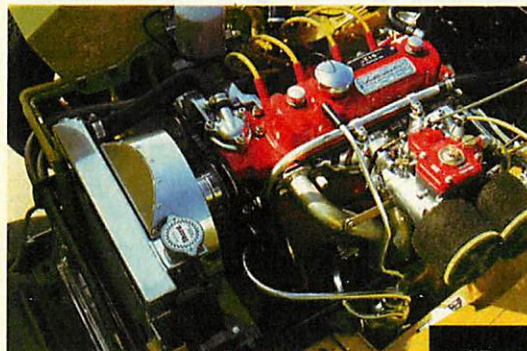
Photos by Ken Smith and Bruce Manning, FootageNow

Imagine over 200 British classic cars, including no less than twenty Rolls Royces and Bentleys, throw in four Supermarine Spitfires and a Hawker Hurricane, add a dash of Tiger Moth and Stearman and serve up on a beautiful sunny Southern California day!

Such was the case at the superb Wings & Wheels event held in Santa Monica in June. Sponsored by Moss Motors in association with the Museum of Flying, visitors from many parts of the U.S. were able to enjoy a fantastic day. From early morning the cars arrived and with the excellent coordination of the Southern California MG Club, began to form a huge, colorful square on the ramp in front of the Supermarine facility at the airport. As each car entered the show its photograph was taken in front of the beautiful blue Spitfire of Chris Woods. Visitors were able to collect a unique photographic souvenir before leaving for home.



"It was hard not to be moved by the sight and sound of these marvelous warbirds as they took to the sky."



"People watching was as much fun as looking at the cars and planes! Folks were having a great time..."



However, before leaving there was much to see and do!

The highlight of the day had to be the take-off and fly-by of the Hurricane and the Spitfires! First solo, then in formation, the sound of those Rolls Royce Merlin engines had to be heard to be believed, and so popular was this aspect of the show that, due to customer demand, it was repeated during the afternoon! We really appreciated the skills of the pilots and truly thank them for taking the time to bring their "warbirds" for us all to enjoy.

Visitors could also enjoy the thrills of flight as Moss associate, Nick Baker, offered flights in a 1943 vintage Tiger Moth, alternating with a similar exercise being carried out in a Stearman biplane! The line to climb aboard stretched out through the day, and



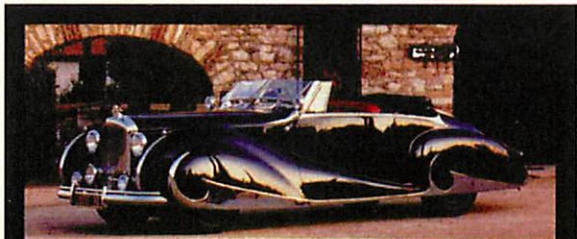
even late in the evening, when most of the cars had departed, there were still people waiting to look down on the blue Pacific from a new angle!

The cars? Well what can one say? Some of the finest machinery outside Pebble Beach was on display including an actual Pebble Beach winner, the superb 1947 Franay Bodied Bentley of Gary Wales. (Who incidentally, also brought along his 3½ liter 'Blower' Bentley!). Terrific Triumphs, magnificent Morgans, adorable Austin-Healeys, a gaggle of Minis, and the mighty Land Rovers, plus many other famous marques all gathered on the tarmac, which made for a memorable sight! The Rolls Royce Owners' Club graced the event with over twenty fine cars ranging from

1930 to 1999—even the DeLoreans were there, shining in the sun!

Complemented by British "bangers" and beer, vittles were served to the large crowd, following which, you could then take a ride on the Museum's flight simulator to see if you could hold on to your lunch while flying an R.A.F. Tornado jet!

All too soon for some, the day's activities ended with the prizes being awarded for the Car Display—although everyone who attended was a winner. All the proceeds from the event were donated to charity and Moss Motors would like to thank the Museum staff headed by Marilyn McPoland for the opportunity to present a flight into fantasy at Wings & Wheels '99! Maybe we'll see you all again in the new century? ■



Wings & Wheels Car Show Winners

Pre-1955 MG — *Don Kosup, 1953 TD*
 Post-1955 MG — *Gail Robillard, 1957 MG-A*
 Pre-1968 Triumph — *James Keller, 1953 TR2*
 Post-1968 Triumph — *Tim Ayoub, 1972 TR6*
 Austin Healey — *Mal & Ruth Doherty, 1955 BN4*
 Mini — *Drew Barrett, 1967 Austin Mini Cooper "S"*
 Land Rover — *Drew Renick, 1959 109 Pickup*
 Other British Open — *Mitchell Hattem, 1955 Morgan Plus 4*
 Other British Closed — *John & Joan Duwall, 1961 Morris Minor Traveler*
 British Motorcycles — *Robert Katz, Vincent Black Shadow*
 Rolls Royce/Bentley — *Gary Wales, 1947 Franay-Bodied Bentley*
 (Gary also took home the "Best of Show" trophy for this car!)



Visiting the Museum of Flying

The Museum of Flying at Santa Monica Airport is easily reached from the I-10 (Santa Monica Freeway) off Ocean Park Blvd., at the end of 28th Street.

Donald Douglas built the first DC3 on this site and the museum is home to more than 40 vintage aircraft—many which are in flight-ready condition. Their fleet of airworthy planes includes three Spitfires, a Mustang, Thunderbolt, Hellcat, Bearcat, Lightning, Hawker Hurricane (the only airworthy one in North America), Trojan, Skyraider, and one of two flyable Japanese Zeros in the world.

Among the three stories of attractions in this 53,000 square foot steel and glass museum are *Adventure* an interactive flight area, engine displays, wind tunnels, a wonderful flight simulator, a museum shop with lots of aviation goodies for enthusiasts, and a 130 seat movie theatre with continuous running movies! Flights are also usually available for those wishing a little excitement!

The Museum is open Wednesday through Sunday from 10:00 a.m. to 5:00 p.m. 363 days a year and admission is just \$7 for adults, \$5 for Seniors, and \$3 for ages 3-17. For more details and information call (310)392-8822. A full program of events, including many automobile related, are held throughout the year. ■

BEAUTIFUL BRITFEST '99!

For the first time ever, on May 1, this annual event sponsored by Moss Motors in association with the Central New Jersey MG Car Club moved away from its traditional location at our East Coast Facility in Dover. Instead, the pastoral setting of Horseshoe Lake Park in nearby Succasunna saw nearly three hundred British classics gather under sunny skies.



"It was a really wonderful turnout," said Joe Capela, Moss' Eastern Region Manager, "and everything went really smoothly considering this was the first time we had been away from our home base!"

In addition, Britfest attracted nearly 50 vendors of old and new parts, automotive



regalia, craft artists, live entertainment, a medieval re-enactment, valve cover racing and of course a 15% discount on Moss Motors' counter sales at the main pavilion.

The larger site provided hassle and worry-free parking for the record number of cars attending. Among the unusual and exotic were several vintage racers as well as Rob Medynski's rare 1930 M-Type Midget. Also seen on the field was a 1962 Sabra owned by Ron Zweig and celebrity automobiles present included a 1962 Austin-Healey Sprite, and John Jennings' 1965 Morgan 4/4, both of which have graced the cover of *British Car Magazine*.

The 'Best of Show Award' was presented to a superb Morris Minor Traveler, owned by Ed and Rita Koch, while the 'Picnic Basket Display' (a new feature!) was taken by Bob Truckenmiller and his 1967 Austin-Healey 3000.

To sum up, Britfest '99 was a day-long masterpiece of an event and the MG Car Club Central Jersey and Moss Motors appreciates all who participated. Make a note in your diary for Britfest 2000 to be held on May 6, 2000!

(We would have liked to list ALL the winners but ran out of room! Glenn Wrigley, Editor of "Meshing Gears" also contributed to this report.—Ed.) ■



Britfest Car Show Winners

Healey 100/3000—*Tom & Pamela Mulligan, 1967 3000*
 Sprite—*Harry & Honey Wolfe, 1959 Sprite*
 Jaguar—*Bill Urban, 1970 E-Type*
 MG T—*Harry L. Ware, Jr., 1954 TF*
 Midget—*Ralph Brown, 1969 Midget*
 MGA—*Fran Forte, 1960 Twin Cam*
 MGB (early)—*Bill Sharpe, 1966 MGB*
 MGB (late)—*Robert Hallbauer, 1980 Limited Edition*
 MGB/GT—*Forrest Collier, 1967 MGB/GT*
 TR2/3—*Robert Voillers, 1960 TR3-A*
 TR4/4A/250—*Peter Macbaldt, 1968 TR250*
 TR6—*John DeCesare, 1974 TR6*
 TR7/8/Stag—*Michael Coffey, 1975 Stag*
 Spitfire/GT6—*Ed Jaecle, 1978 Spitfire*
 Tiger/Alpine—*Fred McCurdy, Jr., 1967 Tiger MkII*
 Other Sports Cars—*John Jennings, 1965 Morgan 4/4*
 Other Saloon Cars—*Ed & Rita Koch, Morris Minor Traveler*

MGs Across America

PART II

In our last issue we began the story of Alan Jabez' attempt to document MG enthusiasm in America on film. We now continue with the story...

Land Speed Record Attempts

America, of course, has also been the place where MG has secured a number of successful land speed records and we have used a couple of classic 1950s cinema newsreels to celebrate these achievements. One of the other gems we found in the archives related to the promotion of the cars in the 1960s and '70s included rare footage of MGs at one of the 1960s New York Motor shows, along with all the glitz and glamour.

TV Advertising

The 1960s and '70s also saw much more sophisticated advertising, including the introduction of television commercials which were used to get the MGB and the Midget to a much wider audience. With the MGB and Midget both selling so well in the US in the '60s and '70s, many Americans were shocked beyond belief when the company announced the cars would cease production and the Abingdon factory was to close.

In fact, despite the hardened efforts by many enthusiasts to get the company to change its mind, no more MGBs or Midgets were ever built and no more MG cars have been exported to America.

MG 'Boxer'

During our research, we discovered a car secretly designed in America which could have been the successor to the MGB. Code-named the 'Boxer', the car was actual-



The MGB Stretch Limo of David Perez.

ly a re-badged Triumph TR7, with Porsche front headlights and a few other modifications. Unfortunately, we were unable to film the car as it is believed to have been destroyed, but the pictures we used will certainly reveal what MG enthusiasts on both sides of the Atlantic might have been driving in the early 1980s if the project had not been scrapped.

History took the course it did, and it has been nearly 20 years since MG sold its last car in America. There are still many passionate enthusiasts all across the country. These people are the heart and soul of the MG movement in America and it was just as interesting to meet so many of them, as search through all the archive material.

Indy '96

Although there are enthusiasts all across the country, many of the most die-

hard owners attend the large number of dedicated MG and other British cars shows which are held across America every year. No show though has ever compared with "Indy '96", where more than 1000 owners drove up to 2000 miles and beyond for the largest-ever gathering of MGs in America. It was memorable to see so many MGs gleaming under the burning sun, but the lasting memory was of hundreds of MGs of all ages driving around the famous Indianapolis race circuit—an event we managed to capture from both the trackside, as well as from one of the participating cars.

Hawaii

Despite there being no new cars in America at present, MG passion is alive and well all across the country, even as far away as Hawaii which still has an active MG club today.

Modified MGs

Although most current MG enthusiasts are keen to maintain their car in exactly the same condition as it was built, we decided to leave a section of the movie for modified MGs in America. Whatever your own personal thoughts, some of these are quite extraordinary in appearance. One of the earliest modifications was undertaken by the large J.S. Inskip dealership in New York. They created a number of special four-door TCs in the early 1950s. One of the few known surviving cars is now in Gerry Goguen's museum in Vermont. Gerry also has a bizarre looking Lester MG which can only be described as looking like an MGA coupe which was made for an extremely tall driver.

We also filmed the R2, or 'Flying Shingle', which is now stored in a private museum in Seattle. This was a specially-made American MG race car which looks unlike anything else bearing the MG badge and yet competed successfully at

racetracks up and down the West Coast in the 1950s.

However, two of the most bizarre MGs we have featured both started life as standard MGBs. One of them was, in fact, two MGBs which have effectively been welded together to form one of the longest sports cars in the world. It belongs to David Perez from Chicago and has its own back seat, bar, video player and all the other comforts of any standard stretched limo. Another highly modified car we have featured is an 'electric' MGB which is now kept in the outskirts of Boston. To be honest, it is hard to say whether it is more bizarre to see the car's boot and bonnet laden with heavyweight batteries, or hear the car when it accelerates down the road sounding like a typical English milk float doing the morning rounds.

Despite our exhaustive efforts, we would have liked to have included a lot more footage in the final cut, but we tried to pack as much as we could into 100 minutes. We would also have liked to have ended the film on a positive note by declaring a date when MG will return to America. Rover officials in the UK told us they do have plans to return to the US in the new Millennium, but whether that is next year or another 900 remains to be seen.

MGF in Arizona

However, the company did provide us with some of their own excellent footage of an MGF being tested in the wilds of Arizona which may at least make today's many US enthusiasts feel they have not been abandoned altogether. Finding these visual gems made all the hard work and the huge production costs all the more worthwhile. We now hope everyone else gets as much pleasure from seeing the huge production as we had in making it.

—Alan Jabez ■



To Order MGs Across America...

Have we whetted your appetite over the last two issues of *Mass Motoring* with the saga of Alan Jabez' journey into Octagonland? If so, we are delighted to inform you that Moss Motors have now added the videos of his journey to their comprehensive inventory.

You will see many wonderful MGs when you view these remarkable videos including rare footage at Watkins Glen, the biggest MG event in North America—'MG '96', a peek inside the Moss Motors warehouse in Goleta, unusual MGs, the Vermont MG Museum (the only one of its kind in the world), the world's most passionate MG model collector, and stunning footage of the MGF in Arizona!

The two tapes entitled *History & Racing and Shows, Passion & Glorious Cars* are sold only as a set, part #211-080, and are priced at \$46.95 for the set. Ideal as a holiday gift, but every MG enthusiast should own these fantastic 100 minutes of exclusive footage!



Goguen MG Museum, Vermont.



Indy '96

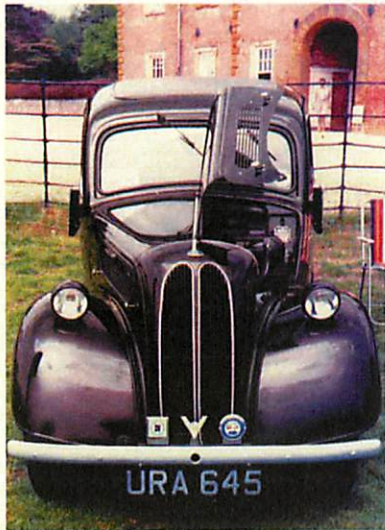


Indy '96

BY THE NUMBERS — THE BRITISH LICENSE PLATE SYSTEM

As promised at the end of my last article in *Motor Motoring* I thought an essay on the intricacies of the British car license plate system might be of interest. I know most of our Transatlantic cousins frequently find this baffling, and those who read British classic car magazines may be particularly keen on learning the history and details of what we over here in Britain refer to as the car's "number plate" or "registration number".

By 1904, when the motor car was first becoming a practical conveyance rather than a toy for the wealthy or eccentric to tinker with, these new cars were starting to crash into both people and things, as well as frequently exceeding the paltry speed limit of the time! In order to prevent these foul practices, the "Authorities" needed a way to identify



the offending vehicle and its pilot, and so the license plate system was born.

The first thing to understand about the British system is that the plate is personal to the Car, and not to the Driver! Once a registration number is issued to a car, it usually stays with that particular car all its life, irrespective of change of owner, or change of geographical area where it is kept. This is unlike most country's systems, but it does have the huge advantage of making particular cars much easier to identify over a period of years, and making the history of individual cars much easier to trace. Very few people can recall the chassis or commission number of a car they owned years ago, but

lots more can recall its registration number, which is also readily apparent from photographs. (Bill is quite right here, I can recall the registration number of every vehicle I've ever owned since I was a mere lad—some 50 in all!—Ed.) In addition, using our system, it is very easy to date a car from a cursory external glance rather than ferreting under the bonnet/hood to find a dirty or rusted identity plate! There are, of course, exceptions to this 'one car-one plate' rule which I will deal with later, but in general, the foregoing is true.

Right from its inception in 1904, our system was set up on a regional basis as a combination of numbers and letters. Thus the very first number ever issued was "A1", by the London County Council. The letter 'A' was allocated to London, and the various British counties got a letter in turn, although for some reason

the letter 'Q' was not used and the letter 'Z' was reserved for Ireland. As there were more counties and boroughs to issue numbers to than there were available letters in the alphabet, it wasn't long before two letter combinations were issued, so 'AA' was allocated to Southampton, 'AB' to Worcestershire, 'AC' to Warwickshire and so on. All the issuing authorities in Scotland were given combinations with the letter 'S' in them, i.e. 'ES' for Perthshire, 'MS' for Stirlingshire and so on, and broadly this remains true to this very day. However, some years later, when all the 'S' two letter combinations had been issued, some Scottish authorities were given non-'S' combinations. For instance, 'FG' was allocated to the Scottish county of Fife. Combinations including the letter 'Z' remained exclusively Irish, for right up to the late 1980s the Republic of Ireland, although a separate country, continued to use the British license plate system.

Obviously, those geographical areas with higher populations soon found that they were issuing many more car numbers than those in the quieter areas, and they quickly ran out of numbers, because a limit of four numbers was set for each individual plate, i.e. up to 9999. So the original London mark of 'A' was issued, in the early years of the century, in combinations between 'A1' and 'A9999'. Once these had all been allocated, further two letter combinations were issued, London for instance receiving 'LA' which it then issued in the series 'LA1' through 'LA 9999'.

By the early 1930s, some of the more populous boroughs and counties, and the larger cities had exhausted all their available one and two letter combinations, in each case issuing up to 9999. So a new system came into use in 1932, whereby a third letter was put in front of the original two letters, thus enabling new combinations to be created. For example, when London had used up all the two letter marks, they added an 'A' to the front, the letter combination then becoming 'AA'. Numbers were then issued with these

letters up to 999, prior to 'BLA' being introduced when the process repeated itself. With these new three letter combinations, numbers were issued only to 999 and not 9999, as at the time it was desired to keep the maximum number of digits on the plate to six. When this system came in during the early 1930s, those authorities who still had plenty of the old two letter marks available were allowed to use them, and indeed some of the smallest, slowest issuing counties in Britain were still giving out two letter marks to new cars as late as the 1960s!

By 1953, problems again arose in the busy areas, where all the three letter, three number plates had been used up. The simple solution was to reverse them so that the numbers preceded the letters, thereby creating a huge stock of previously unused marks! 'ABC 123' could be reissued as '123 ABC'. 'BC' incidentally was issued by the City of Leicester, and thus geographical continuity was preserved. A rough guide as to when a number was issued was also available, in that 'BBC' numbers were obviously issued after the 'ABC' ones, and so on. In addition to three letter-three number combinations being reversed and reissued, the two letter ones could be similarly reversed and reissued. 'BC 1234' could be reissued as '1234 BC' for instance. Even the very earliest single letter plates were sometimes reissued in reverse format. For example I owned a 1956 Morris Minor whose number was '1272 F'. 'F' was allocated to the County of Essex and '1272' would have been issued in the first decade of the century—such numbers being highly prized now.

Yet again the pace of new car purchase outstripped the supply of plates available, so in 1963 it was decided to go at last to seven digit plates, this being achieved by adding a suffix letter, which would further denote the year of issue. Suffix letter 'A' was for 1963, 'B' for 1964, etc. This allowed further unique marks to be created based on the 'ABC 123 A' idea. At first, letters denoted complete calendar years, but for some bizarre reason in 1967 the system was changed so that the letter year ran from August 1 to July 31. Therefore, the 'E' suffix ran only from



January 1, 1967 to July 31, 1967, 'F' taking over thereafter until July 31, 1968.

The suffix letters 'Z', 'T', 'U', 'Q' and 'O' were not used so in 1983, the system was again reversed and prefix letters appeared, commencing with the 'A' prefix for 1983/84. Therefore the 'ABC 123' number could by now, have been issued in four different forms! 'ABC 123' from the mid-thirties, '123 ABC' from the 1950s, 'ABC 123 A' from 1963 and 'A 123 ABC' from 1984/85, all still issued in the Leicester area. This reversed system has continued to the present day, 'S' prefix letters being issued from August 1968.

However, from 1999, it has been decided to change to issuing the new letter twice a year and the 'T' prefix arrived on March 1, 1999. My new Rover 2000, for instance, carries the plate 'T 245 KHIE', the 'HIE' element on the plate still denoting the geographical area of issue, in this case the town of Barnsley in Yorkshire where I purchased the car.

Although boundary revisions over the years have sometimes blurred the borders of the various cities and counties, it is still true to say that one can tell reasonably accurately where a new car was first sold, from its registration plate. When the prefix plates run out in the early years of the next century, we're promised a completely new "Euro" system, which will probably break the direct links

that connect our present system with the dawn of motoring in 1904—what a pity!

The geographical nature of UK license plates has always been useful in helping to spot ex-works and competition cars used by the various car factories. If you look at the works MGs, right back to the 1920s, more often than not they have plates which include the letters 'JB' or 'RX' combinations issued by the County of Berkshire where the Abingdon works were situated. (Abingdon has now been moved into Oxfordshire, incidentally!) Similarly, Jaguars and Triumphs emanated from the City of Coventry whose combinations were 'WK', 'DU', 'KV', 'HP', 'VC' and 'RW'. The 1954 Le Mans D-Type Jaguars were 'OKV 1', 'OKV 2', and 'OKV 3', whereas the 1959 Le Mans TR3 'S' cars were 'XHP 939' and 'XHP 940'.

The one great exception to the rule that a car always keeps its plate in Britain is that it is, and always has been possible for a moderate fee, to keep one's old plate and transfer it onto one's newly acquired car. Thus the number A1 survives to this day on a new car, having been transferred probably a dozen or more times during the past 95 years! Such numbers have become almost ludicrously valuable, and can be bought and sold on the open market subject to certain strict rules. Indeed, there are many number plate "brokers" in the UK, who will either sell your plate on commission, or try to acquire a special one for you.

If, for instance, I wanted a plate to reflect my initials, BP, with a nice low number, say 'BP 8' or '50 BP', it would cost me several thousand pounds to acquire the right to use such a plate on my car! Such numbers are known here by the catch-all phrase of "Cherished Registrations", even the government departments use this rather grim nomenclature. Having been content for many years just to permit people to retain their numbers and pocket the fee for allowing this to occur, in 1991 the government suddenly woke up to the fact that they were sitting on a gold mine of previously unused but attractive numbers! Rather than let dealers make all the

turns to page 31

Technical Tips

From Our Customers

I bought my 1980 MGB a year ago from a very honest guy who was open to showing me all the problems as well as the good points of the car. He informed me that all of the light bulbs had been tested and replaced, but the turn signals still didn't work!

After buying the car, tinkering with a lots of things, and installing odds and ends I noticed that the bulb on the 'hazard' switch wasn't working. Having worked with a lot of these switches in the past, I decided to order a bulb for it.

After installing it, the turn signals started working again even though the hazard flasher had worked without the bulb!
—Jeff Lutz (via e-mail)

When putting a new transmission and clutch in a Spridget for what seemed like the millionth time, I discovered a little trick which may help other owners.

Use of one of the 'eared' inner fulcrum suspension washers (Moss #325-395) as a locking device for the flywheel.

Put it on a bolt with the ear facing away from the engine backplate, use a few washers as spacers, and a convenient bolt hole on the rear engine plate and you have a nice positive lock of the flywheel. Just flip it around to lock while tightening.
—Jeff Lemon (via e-mail)

(To make the installation of the engine and transmission even easier, try our Oberg Tilt Lift (Moss #386-730). This handy device allows easy adjustment of the angle of the engine/transmission through a full 90° arc and has a positive lock to prevent slipping. The mounting cleats are adjustable to any engine and its all steel construction and small size make it perfect for tight work areas.—Ed.)

I drive my 1974 Triumph TR6 every day. Every two years or so it's a good idea to disassemble, inspect and repack the front wheel bearings. The one aspect of this task with which I've always had trouble is the grease caps. To extract the caps requires the use of pliers or a hammer and punch which deforms the caps way too much for my liking. I offer the following method as a way to make the grease caps much easier to extract from the car.

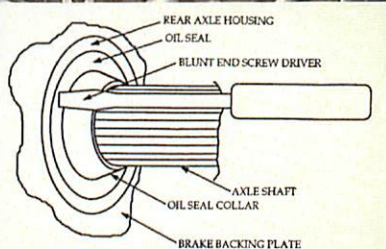
1. Take the grease caps off the wheel hubs. This is the last time you will be required to use the pliers or hammer/punch crude extraction method!

2. Drill out the center hole in each grease cap to 1/4".

3. Secure an 1/2" nut to the inside of each grease cap by welding or using a compound such as JB Weld and yes, there is still room for the grease cap to fit properly on the car after you have done this! Do however, use care to ensure that the nut is attached securely. The last thing you want is for it to come loose and grind down between the cap and the stub axle while you're motoring down the road!

4. Use a short piece of 1/2" plastic plumbing pipe or a large socket (e.g. 1/2" drive 32 mm socket) to tap the grease cap back onto the hub.

In future, when it's time to inspect and repack the front wheel bearings it will be much easier to extract the caps. Simply use an 1/2" screw (I use an 1/2" one inch long Allen head screw) to thread through the grease cap hole into the nut. Keep turning



the screw and it will act like a puller as it contacts the stub axle and your grease cap will be extracted in perfect condition.

—Dave Wood, Gainesville, Florida

I was lucky enough to find a very low mileage replacement axle for my 1977 MGB. It seems that someone put the car on blocks and it stood for fifteen years! After driving about 5000 miles on the replacement axle, I checked the rear brake shoes and found well-greased brake linings! So, if your car has been sitting idle for many years, or you find oil residue when you inspect the rear brakes you should change the oil seals, an operation which is simple and straightforward.

Lift one rear wheel until it is at least six inches higher than the opposite wheel. This keeps the oil from running out when the seal is removed. Do be sure to secure the car on jack stands!

Remove the road wheel, brake drum, cotter pin and castellated nut on axle shaft. Gently tap the end of axle shaft and pull the hub with the axle shaft collar off the axle shaft. Do not scratch the oil seal collar with tools used to remove the oil seal!

Use a fairly large screwdriver with a blunt point to tap on the old oil seal at a single point. Tap as close to halfway between the housing and the axle seal collar as possible. Continue tapping lightly until this side goes in about a 1/4" and the opposite side pops out. Use a small screwdriver to ease the seal out all the way around. With a lint-free rag, wipe clean the oil seal collar and the inside of the axle housing where the new oil seal will be installed. Also clean the backing plate with a wipe wetted with alcohol to avoid damaging the rubber parts on the wheel cylinder.

Lubricate the sealing surface of the new seal and the outside of the oil seal collar with light oil. Tape the axle shaft splines with masking tape to protect the oil seal, then slide the oil seal collar back onto the axle shaft and the axle shaft collar and start it into the housing. Use a piece of 3/4" dowel at least six inches long to carefully tap the seal into place until it is flush with the housing. Remove the masking tape from the axle shaft and reassemble in reverse order to remove. While you are under the car, check the breather on the right side top of the rear axle housing by lifting the cover and make sure the vent holes aren't blocked.
—Roger N. Tanner, Lampoon, CA

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, Golca, California, 93117 or e-mail us at moss@mossmotors.com. ■

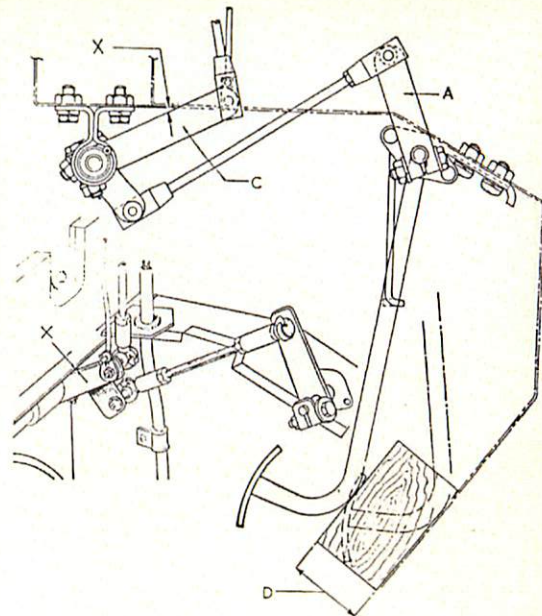
The Nut Behind The Wheel

Ron Phillips



My best buddy Bob, who never listens to my timely, quality Healey advice, is moving ever so slowly on his BJ8 restoration. While he is making some progress, he's got some problems with sequencing and priorities. Like he hasn't got any interior in the car yet and he's concerned about getting full throttle. This tells you a little about Bob. It's not like I didn't tell him to adjust his throttle linkage before he put the engine in the car. Why is this important? Because it is almost, but not quite, impossible to adjust the chassis part of the linkage correctly with the engine and transmission in the way of using a wrench on the most important of the throttle linkage pinch bolt connections. And now, it's all true, in test running his car in the garage, his SU carbs can't open all the way because the linkage needs adjustment. That's why there are those days when "throttle" accurately describes what ought to be done with him! So...for him and you, here's how.

The following instructions are for six cylinder cars only. While original shop manuals do not show a diagram nor explain how to adjust your throttle linkage, the vintage Haynes workshop manual does. Unfortunately, the written information doesn't always correspond to the illustrations and the second half of the information is for the HD6 (100-Six and 3000 Mk1) set-up only. However, this first part pertains to all six cylinder cars as it describes how to set the linkage that is attached to the chassis. I'll start with a little theory.



As the carb's throttle shaft rotates on opening, on HD-style carbs, a pinned tang on the throttle shaft will rotate and, at full throttle, just contact a protruding portion of the carb body. For the tri-carb model, a positive stop is provided against the heatshield. What you need to do is to adjust the linkage to allow the toeboard to act as a positive stop for the accelerator pedal when the throttles are fully open. If the toeboard doesn't stop the throttle from opening further, you might risk breaking off the tang on the linkage at the carburetor in your exuberance to go faster! If your foot hits the floor before the throttles are fully open, then you will be missing some of the excitement of driving a big Healey!

To adjust the chassis linkage, first slacken the pinch bolt on the pedal box throttle pedal lever ("A" above) inside the engine bay. This is where those of us with left-hand drive cars will wish we had done this before the engine was installed! There's plenty of room on the right-hand drive linkage to get to that pinch bolt since the accelerator pedal is on the other side of the car!

With the pinch bolt just loose enough for the shaft through the pedal box to turn, put a two and one-half inch thick wooden block ("D" above) between the pedal and the toeboard and push the pedal down so it rests on and retains the block on the toeboard. Be sure you have all your

flooring pieces in place—tar paper, jute underlayment, carpet, and floormat, or whatever you are using this week. Why lose up to an inch of travel once you've installed your interior?

Now adjust the pedal box lever relative to the pedal cross-shaft lever ("C" above) to obtain a clearance of 1/16" between the cross-shaft relay lever and the body flange ("X" above) under the scuttle. Tighten the pedal box throttle pedal lever pinch bolt. Note that early cars have an adjustable cross-shaft relay lever complete with pinch bolt. Don't confuse the two. Be sure the cross-shaft relay lever's pinch bolt is tight before making this adjustment. For later cars (BJ7/BJ8), this cross-shaft relay lever is brazed to the cross-shaft and isn't adjustable nor does it need to be. Now you all can run out to your cars and visually see if this is true or not. Is that 1/16" of clearance there or does the cross-shaft lever contact the body with the throttles at rest? I'm willing to bet that the majority of cars will have their cross-shaft lever contacting the chassis when the linkage is at rest instead of having that little bit of clearance. This takes care of the chassis part of the throttle linkage, the part you want to do before you put the engine into your fresh restoration. In the next issue of *Moss Motoring*, I'll take up the adjustment of the engine portion of the throttle linkage.

—Ron Phillips ■

BUILDING THE ULTIMATE HOME WORKBENCH

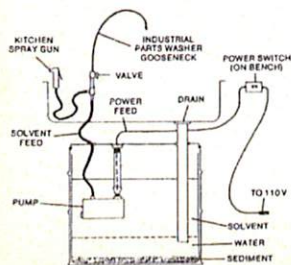
Some years ago (12 to be exact) we ran an article on a workbench which our R&D Manager, Chris Newlan had built in his home garage to facilitate working on his cars. We have been requested on several occasions to repeat the article for the benefit of newer readers and as your wish is sometimes our command—here it is!

Over the years, I've had the opportunity to visit with many sports car enthusiasts in their garages (usually with attached homes!) and have found most garages to be poorly equipped to handle serious mechanical rebuild or restoration projects.

I've also restored my share of cars and in the process have graduated from the bucket of gasoline, bag of old tools school of automobile mechanics. I've also found that working on old sports cars is far more enjoyable when carried out in a well lit, clean and efficiently organized work area.

A good rugged workbench and an efficient parts washer are perhaps the two most important elements in any well equipped hobby shop and having priced "professional" parts washing equipment and a range of rugged workbenches, I realized that short of taking out a second mortgage, I needed to develop a more economical alternative.

The workbench/parts washing combination described below has served me well for a considerable number of years. The key design elements of the parts washer were "borrowed" from production parts washers then on the market, while the bench is typical of designs found in home handyman books. The beauty of this particular combination is that when the parts washer is not in use, it is truly out of the way, and the flush fitting cover allows for full use of the work bench top.



When in use, there is ample room to park both washed and unwashed components. Incidentally, I've found that my wife's shallow baking trays are great for drying parts and prevent excess solvent from soaking into the bench top. (However, once returned to the kitchen they tend to impart a mild repair shop aroma to her Christmas cookies!)

The sturdiness of the bench itself might appear to be overkill, but I've found it provides the necessary rigidity for working on heavy items, or when putting my oversized bench vice through exciting maneuvers. This particular bench is also free standing and is now in its second home. The backsplash has made my day, on more than one occasion, in keeping all those little balls and springs etc. from rolling down the back side! I finished off the plywood top with tempered masonite which is smooth, relatively durable and easy to keep clean. While the masonite itself is glued in place, the oak edge is attached with screws to allow for removal and easy replacement of the cemented masonite. The edge trim screws, by the way, are chrome plated TD dashboard screws and provide a nice finishing touch!

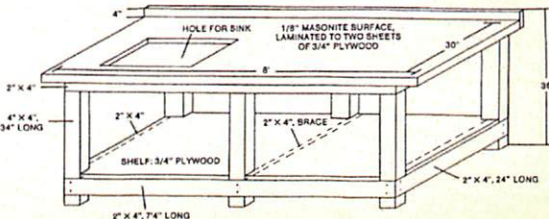
The parts washing aspect of the design is simple yet highly effective. The water filtration system couldn't be more efficient as all solids and heavy greases settle to the bottom

of the tank while the clean solvent floats to the surface of the water where it is recycled. The water truly does stay put and doesn't mix with the solvent. I've used my washer extensively and have never had to change the solvent or clean the tank. Since there is no filter in the conventional sense, nozzle pressure is never reduced or restricted.

The solvent reservoir is made from a cut down 55 gallon drum. I selected one with a removable top secured by a band clamp. By removing the midsection, and rewelding with continuous bead, the resized tank can be made airtight to eliminate solvent evaporation and fumes. However, since the bottom six inches or so is filled with water, rust could become a problem. I eliminated the potential for this by fitting a 55 gallon polypropylene tank liner which is easily trimmed down. These heavy plastic tank liners are used for corrosive chemicals and can be obtained from the same source as the used 55 gallon drum. A good heavy coating of Moss fuel tank slushing compound (#220-450) on the inside of the bare tank would probably also minimize the chance of rust.

The submersible pump I use was purchased as a solvent pump from an industrial supply house. Apparently, ordinary water-type submersible pumps work fine—such as the type used for garden water fountains.

turn to page 31



REPLACING MGB WINDOW SEALS

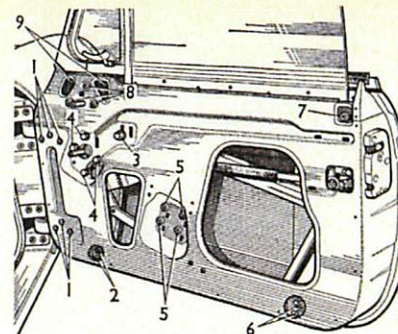
There are several reasons why you may want to replace the window to body seals on your MGB. They may have deteriorated over the years, or you may be painting your car and do not wish to have dull gray old seals ruining the new job, or maybe you're just a glutton for punishment!

Whatever the reason, the parts are inexpensive, and with the following tips the job is relatively straightforward. The windshield seal is in the same league with replacing the 'C' clips on the rear brake cylinders. For those of you who have done this job you will know what I mean—for those who have not, your day will come!

The tools needed to replace the windshield to body seal are a razor blade (to cut the seal to length), a screwdriver, and a putty knife. The windshield must be removed from the car in order to replace the seal. I have not found it necessary to remove the dash in order to remove the windshield, and would suggest that you experiment with various wrenches before resorting to dashboard removal.

Start by placing the windshield (curved side up) on a table at a convenient height. If you are right-handed start on the left side where you will see two screw holes in the bottom of the frame. Lubricate the 'T' seal with liquid soap and slide as much of the seal as possible into where the two screw holes arc. (The area is hard to describe but you'll know it when you see it!) You will find that you will only be able to keep about three inches of the seal in the slot of the frame before it starts pulling out. Working with about three inches at a time, place the lower portion of the 'T' section of the seal into the slot of the windshield frame.

While holding the bottom 'T' of the seal in the frame with one hand, push on top of the 'T' section with the putty knife. Push hard, otherwise the 'T' section will not go into the frame. Keep moving from left to right putting the bottom of the 'T' into the frame slot, forcing the top of the 'T' into the putty knife. When you get about eight inches away from the right end, carefully cut the seal to length. Make a straight cut, like the factory cut and do not on an angle as you will be tempted to do. When you get to the very end, use the screwdriver instead of the putty knife to finish the job. After the seal has been completely installed make sure the rounded part of the rubber is fitting correctly into the groove on the windshield frame. If not, push it into place with the putty knife.

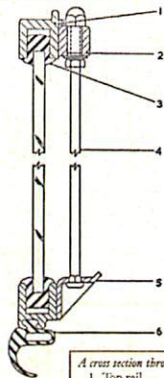


The door assembly

1. Door hinge securing set screws.
2. Front door glass mounting bracket securing screw.
3. Regulator arm stop.
4. Regulator securing set screws.
5. Regulator extension securing set screws.
6. Rear door glass mounting bracket securing screw.
7. Door glass channel securing screws.
8. Door lock remote control securing screws.
9. Ventilator securing nuts.

REINSTALLING THE WINDSHIELD

Reinstalling the windshield is difficult and an extra set of hands will come in "handy"! What makes the job difficult is that the new seal is curled and acts like a spring, pushing the windshield off the body. Letting the assembly sit a couple of days will help compress the seal as will clamping the ends of the windshield to the body of the car. Do not put any sealer on the windshield until the job is done. If you do you will have a mess that will be impossible to clean up. Wait until everything is installed, then lift the seal and squirt the sealer in.



A cross section through the windshield

1. Top rail.
2. Center rod upper bracket.
3. Glazing rubber.
4. Center rod.
5. Bottom bracket.
6. Seal.

Contrary to what the shop manual says, the first thing to do is to attach the two bolts in the center of the windshield. This will provide the pressure to keep the seal from turning under itself. It helps to push out the edge of the seal from inside the car with a thin object such as a wooden paint stirrer—be careful not to scratch the paint!

The two bolts, on the right and left, that hold the windshield to the body can be

extremely difficult to attach. It's necessary to push down hard on the top of the windshield frame, while at the same time wiggling it to line up the bolt holes. At first it might seem as if the bolt holes do not line up with the holes in the body. If this is the case take a screwdriver and push the fiber washer inside the fender around a little. With luck you should be able to get the whole job done in about 2 1/2 hours—half an hour for the seal and a couple of hours to reinstall the windshield. But remember, it helps to let the windshield sit for a while to take some of the spring out of the new seal.

SIDE VENT AND ROLL-DOWN WINDOW SEALS

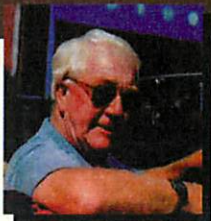
The side window seals are straightforward. Roll down the window, drill out the old pop rivets and install the new seals. The vent window seals take about 45 minutes each from start to finish and it is not necessary to remove the side windows as stated in the shop manual. There are five bolts that hold the vent window assembly in, two are at the top of the door right under the window, two more are reached from the outside edge of the door above the hinge. The access holes should be covered by plastic plugs. The last bolt is at the very bottom of the door.

Once all the bolts are removed the vent window assembly should pull straight up. To get it high enough to replace the seal you will need to move the roll-up window out of the way, but you do not need to remove the window completely. Near the outside edge (the edge opposite the hinge) at the bottom inside of the door, you will find a bolt that holds the window channel. Remove this bolt and slide the window over. Next, take the vent window assembly and twist it slightly—this will dislodge the roll-up window. (The roll-up window uses the lower portion of the vent window assembly as the channel in which it slides up and down.) You should now be able to raise the vent window assembly enough to remove the old seal, and the new seal goes in exactly as the old one came out. When reinstalling the vent window assembly, make sure everything lines up so that the doors close without any stress on the exposed portion.

—Art Pfenninger ■

Through The Windscreen

Ken Smith



It's been a wonderful summer at Moss!

We hope you have all had a great summer attending some of the many fine British car events across the country. We here at Moss Motors have, we just wish we could have been everywhere out there, to meet you all! Wherever British car owners gather together they create an atmosphere



MGs at Jack London.

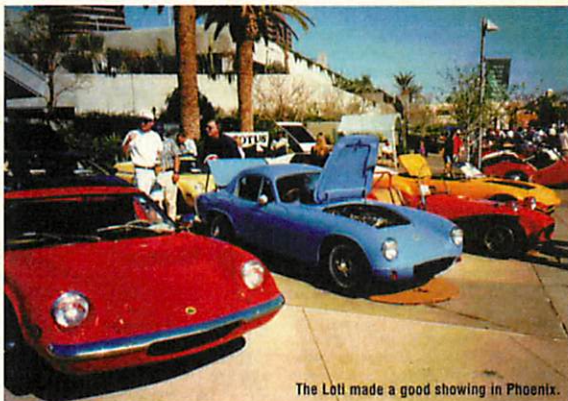


Minis at Phoenix British Car Day.

unlike any other with their friendly rivalry, good humor and great technical knowledge and skill all being part of the mix.

For our part, whether it was the drama and spectacle of our *Butterfly Extravaganza*, the peaceful pastoral setting of Horseshoe Park for our *Britfest* meet, or

requesting help because they did not comply with our new guidelines for assistance—mainly due to our new policy of requiring at least two months prior notice of the event. We have mailed out these new guidelines to all 400 clubs on our database as of January 1 and will do so



The Lott made a good showing in Phoenix.

the wonderful *Wings & Wheels* show at Santa Monica, Moss was there in person to give further support to your LBC hobby, to the best of our ability and resources.

Where we couldn't attend in person, through our Club Support Program this year we have contributed to over 300 British car events with donations of product or gift certificates to assist in the success of your meetings. Moss Motors has been serving you for over half a century and will be your best friend well into the new millennium!

Speaking of club support, we have had to disappoint one or two events

again next year. Please make sure we have all the details of your club so we can keep you informed and so you don't miss out on whatever support we can offer you!

One other aspect of support—because we cannot get to every meeting, we have appointed a number of what we term *Moss Ambassadors*. Watch out for them at various meetings across the country. Dave Burrows will cover the Southeast, Gary Harrison (and his quick MGA) can be seen in the Midwest, while Steve Newby will attend some events in the Northwest. If you get the chance, go up and say hello to them as they represent Moss. If the

We are delighted to welcome to the pages of *Moss Motoring*, NIGEL SHIFTRIGHT Britain's Air Ace Extraordinaire!

Nigel has graced the pages of *Road & Track* for several years and has appeared around the world in a series of humorous

cartoons brilliantly conceived and drawn by Phil Frank and Joe Troise. He seems to epitomize the spirit of adventure and craziness possessed by all enthusiasts of our Little British Cars!

When asked about Nigel's background, Joe Troise explains, "Nigel came about when Phil Frank and I were driving over the Golden Gate bridge in his TC. We just started on this fantasy about firing a few bursts of machine gun fire into the BMW that had just roared past us and cut us off!

Of course, we like all kinds of cars, so we thought if we created this character called

Nigel, his "persona" would be a guy who just doesn't get along with modernity in any guise. He's a throwback to the past, and often to a past that he has created for himself! But, by and large, he does no one any real harm. He is simply appalled by such things as roll-up windows and cars with sideways engines...and need we add, an Anglophile in the extreme! Phil still drives his TC and life and art definitely collide when he illustrates Nigel, or when I write the words for him!"

You will see quite a few MG TCs in future cartoons, so watch for more adventures of Nigel in future issues. ■

Nigel Shiftright: AUTOMOTIVE ANACHRONISM [©] "A Negative Attitude" [©]



scheme is successful we may well appoint more Ambassadors in the coming years.

Like any large, successful company we have our own web page but we also have a number of 'Webrats' who monitor what's going on and what's being said on the net. Some interesting points have emerged especially when the subject of Moss Motors appears on the screen. I refer you to the old adage, "If you're happy with our service and products—Tell your friends. If you are unhappy—TELL US!" We would rather have you call us if you have a problem with either our service or quality—it's a free call after all!

Finally, as we enter the new millennium we intend to try to bring you an even better quality *Moss Motoring*. However, we need your help in this task. Drop me a line telling me what you'd like to see in your favorite, free, British motoring magazine. What do you like? What don't you like? Do you want to see more or less technical stuff? More or less humor? How do you rate our regular crew? Harry Newton, John Sprinzel, Ron Phillips, etc. What is your overall opinion of the magazine? Let us know, we welcome your comments!

Now, before we meet again in the next issue, I'm off to England for a while to attend the huge MG Carnival in Abingdon, which will celebrate 70 years of the association of the Octagon marque with the town. Don't miss my exclusive report!

—Ken Smith ■



"Town Crier" at Jack London.

British Sports Car Mart

MG



1959 MGA Twin Cam Roadster. Glacier Blue w/Black leather Interior Frame-off, beautifully restored on a low mileage car to original factory specifications. Heater box, windscreen washer. All nuts and bolts acid cleaned & cadmium plated. Reliable 8.3:1 compression motor. Spare knock-off wheel, tools, original jack, tonneau cover, ready to be driven. Accepting bids over \$26,000. (310)546-0094. CA (South)



1954 MG TF 1500. Red w/Biscuit interior. 500 miles since frame-up restoration. Multiple show winner. \$28,500 (831)688-0676. CA



1974 MGB Roadster and 1967 MGB-GT. Rare matching cars in Aconite. Ideal for TV/movie productions. Both cars redone, matching grilles and air dams to look identical from a head on viewpoint. MG's declared as "Classic Collectibles" by Automobile Magazine (9/98) \$16,000 for both cars (619) 696-7496. CA (South).



1953 MG TF. A rare find-only a few made. Garaged and in running condition. One owner car. \$17,500 Call evenings (409)247-4206. TX.

1958 MGA Coupe. Perfect body, paint & frame. Many new parts. Front disc brakes. Car completely disassembled. Make offer or partial trade for Lotus 7, (415) 453-7020 (day) (707) 838-4777 (eves) CA North.

1963 MGB. In boxes with good Texas bodyshell. \$1600. Pete Rt 1 Box 61. Rothsay, MN 56579.

1952 MG TD. Yellow 350 V8 Muncie 4-speed. Ford 9" rear end. All steel, pro-built. New engine, trans., custom radiator. VDO gauges. Good body, chrome and interior. \$13,500 obo. (831)423-4046. CA

1975 MGB Roadster. Black interior with black top. Pioneer cassette stereo and Jensen amp and alarm. Engine is totally rebuilt with oil cooler. Engine bay is custom restored to original specs. Car is ready for paint job, many extra parts included. (310)473-8360. CA



1974 MGB Roadster. Harvest Gold w/Black int. 18,600 miles with one owner. Last year of chrome bumper B's. Driven regularly and a real steal at \$10,500. (516)475-0946. NY.

TRIUMPH



1975 Triumph Spitfire. Convertible only 25k miles in excellent condition with many new parts. Weber carb. Looks and runs great. Asking \$3500 (610)352-6519. PA.

1959 Triumph TR3A project car. Includes another '59 parts car and additional parts. \$3000 obo. for everything. (417)649-7819 or e-mail shember@hotmail.com, MO

HEALEY



1962 Austin-Healey 3000. Two seater Vintage race car. Right hand drive. Hard top, plus two engines and trans. Triple Webers, header, aluminum head. Finished to the highest standards. \$35,000 (352)746-1588. FL.

JAGUAR



1967 Jaguar 3.8S Sedan. Red w/Gray int. Four door, 4 speed manual trans. w/overdrive. Factory wire wheels & foglamps. Car may be unique to the USA. \$16,000. (760)247-9856. CA (Central).



1953 Jaguar XK 120 FHC. Red/Black. VSCCA log book. Quick and reliable. Spare engine but not for the street or the faint of heart! \$30,000 (802) 253-8854. VT.

1971 Jaguar XKE 2+2 V12. White with red leather interior. Auto, air, 34k miles One owner. Excellent mechanical condition. \$15,500 (805) 937-2294. CA (South)

OTHER



1962 Morris Pickup. New paint. 1200cc engine. Front disc brakes. needs front bumper and interior work. Rare truck. \$7995 (901)681-9739. TN.

1964 Hillman Super Minx Convertible. In super shape, both cosmetically and mechanically! Needs a new top but it's a super, drive anywhere, hobby car \$4750. (530)534-3313. CA (North)

1932 Wolsley Hornet Special. 1271cc SOHC 6 cyl. 4 speed. Hydraulic brakes. Alloy body by Abbey. Unrestored, runs well, side curtains and English license plates. \$16,500. (516)286-0583. NY.



1986 Panther Kallista. Brooklands Green. Aluminum body. 2.3 liter engine. Four speed. A/C. am/fm/tape. Only 5200 miles. \$25,000 delivered. (615)485-8950. IL

We request a \$10 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, 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 next issue is September 1, 1999. Please send your ad, photo and remittance to: Moss Motoring Sports Car Mart, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned. ■

REMEMBER

The Closing Date for ads in the next issue is September 1, 1999



MOSS MOTORS PRESENTS THE "LOM" (LAST OF THE MILLENNIUM) GIANT PRODUCT CLEARANCE SALE

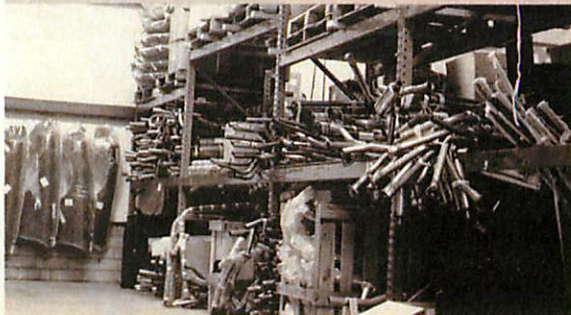
When: Saturday, September 25, 1999
Where: Moss Motors, Goleta
Time: Doors open at 8:00 a.m.

This is your final chance this century to buy hundreds of bargain parts and accessories in our 1999 warehouse clearance sale of returned/damaged/obsolete items. MG, Triumph, Austin-Healey, Jaguar products and more will be offered for sale.

In addition, exciting discounts will be offered on all counter sales of new products and accessories. Free shipping will be available on items which do not carry truck freight conditions. Tours of our warehouse and facility will be offered to visitors.

Enter through the Goleta Valley Community Center, (5679 Hollister Avenue). Park in the Center's lot and follow the signs to the Swap Meet. NO PARKING ON RUTHERFORD STREET WILL BE ALLOWED! All discount sales are final.

Come along and pick up a bargain while they last! Why not make a weekend of it by the ocean in sunny Goleta? For more information and local information call Moss Motors at (800)235-6954. ■



Get Ready for the Moss Millennium Photo Contest!

TWO THOUSAND DOLLARS WORTH OF CASH AND PRIZES TO BE AWARDED IN 2000!

Once again we invite you to send your best shot and enter our Moss Motors Millennium Photo Contest—the last this century! The categories will be as usual except that the main category should reflect the “Spirit of the Millennium”. The categories are as follows:

SPIRIT OF THE MILLENNIUM

An artistic and aesthetically pleasing photograph of your favorite British sports car at the end of the century.

HUMOR

Send us your most amusing shot involving a British sports car.

KIDS & CANINES (FELINES TOO!)

Babies, kittens and the ever popular ‘Dog in the Car’ fit into this group.

SPORTING LIFE

A shot that conveys the sound and the smell of British competition sports cars in action!

Again we will award First and Second Prizes in each of the four main categories and Honorable Mentions where appropriate. A Grand Prize winner will be chosen from the “Best of the Best” whose creator

will receive a \$300 Moss Gift Certificate. First Place winners in each category will be awarded a \$150 Moss Gift Certificate and Second Places will be awarded a \$75 Gift Certificate. All entrants to the contest will receive a \$5 Moss Gift Certificate for use against future orders.

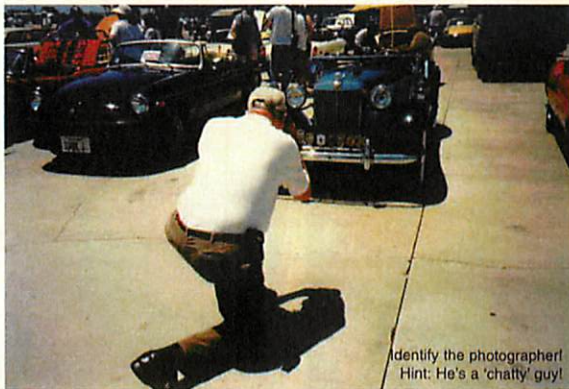
READ THIS FINE PRINT CAREFULLY!

1. Each amateur photographer may submit up to three entries.
2. Each entry must be the unpublished, original work of the entrant.
3. Entries will be judged by a distinguished panel based on content, appropriateness, and skill.
4. The contest is limited to color prints, color transparencies and black and white photographs only. Glossy prints are preferred and entries should be no smaller than 5"x7", nor larger than 11"x14". Color photocopies will NOT be accepted for this contest.
5. Each and every entry MUST be labeled with the entrant's name and address, in addition to the category the photo is being entered in. We suggest you attach a separate label on the reverse side of each print. Please do not write on the back paper or emulsion side of the print.



6. All entries become the property of Moss Motors, Ltd. and NO ENTRIES WILL BE RETURNED.
7. If there are recognizable people in the photograph, a signed release must accompany your entry. If it is not possible to obtain a release, a note of explanation would be appreciated.
8. All entries MUST be received at Moss Motors no later than November 14, 1999.
9. Pack your entries carefully. Use a ‘photo mailer’ where possible and be sure to mark the envelope containing your entry “PLEASE DO NOT BEND!” Mail your entries to Moss Motors’ Millennium Photo Contest, 440 Rutherford Street, Goleta, California 93117.

Again, the closing date is November 14, 1999. Once the winners have been judged they will be notified and their work featured in the Spring 2000 issue of *Moss Motoring*. So go to it and the very best of luck! ■



Identify the photographer!
Hint: He's a ‘chatty’ guy!

CROSSWORD ANSWERS

Thanks to all who entered our LBC crossword competition in the last issue of *Moss Motoring*. All the correct entries have now been locked away, as due to publishing constraints, we have had to prepare this issue prior to the deadline for submissions for correct entries. We will bring you the winner in the next issue of *Moss Motoring*, meanwhile here are the correct answers. Thanks for your patience!

ACROSS

3. Switch
4. Overhead
5. Triumph
11. Odometer
14. Patina
15. Gas
17. Prototype
22. Healey
24. Jaguar
26. Rag
27. Hoak
28. Ice
29. Tarp
30. O Ring
31. Door
34. Stud
35. Yoke
26. Ton

DOWN

1. Lockwashers
2. Felt
3. Servo
6. Thornley
7. Clevis
8. Sleeve
9. Rod
10. MG
12. Sag
13. Pump
16. Voltage
18. Ta
19. Enever
20. Bulkhead
21. Lyons
23. British
25. Unibody
32. Out
33. Run ■



LICENSE PLATES (cont.)

profits, the relevant government department now sells, either direct or by public auction, various choice plates as a revenue raising exercise.

Unlike parts of the USA, you still can't have, within reason, just what you want for the general rules about suffixes/prefixes have to be obeyed. Still, it is now possible to acquire plates such as ‘L 1 NDA’ or ‘N 1 GEL’, if your pockets are deep enough! Such plates, believe it or not, sell for around the \$50,000 mark! When a ‘cherished’ plate is transferred off a car onto a different one, the original car is reallocated an ‘anonymous’ number car from a previously unissued, but age-related series.

Side effects of the ‘cherished’ plate system are that the geographical link is broken, and also the dating element inherent in the

WORKBENCH(cont.)

The pump incidentally, should deliver around 150 gallons an hour to a height of three feet.

The sink is a basic stainless steel kitchen sink and is large enough to hold a four cylinder engine block. (How are you going to get a six cylinder L-Type engine in there Chris?—Ed.) All drain fittings and the handheld spray washer are normal kitchen hardware, while the main solvent gooseneck and control valve were obtained from the local industrial supply house. I also wired the grounded power cord to a switch box on the front of the bench.

I had originally envisaged finishing off the base of the bench with paneled sides and framed doors. This was the main reason for leaving all the support rails flush with the bench legs. Drawers could also have been added, but the top cross rail would have to be reduced in height which would, to a minor extent, compromise the strength of the bench.

The whole set-up took a few evenings and the better part of a weekend to complete, and as I recall the cost of lumber and parts was ultimately a fair bit more than I had originally estimated, but still far less than the cost of a separate production parts washer and bench.

All in all, this has proved to be a highly serviceable piece of equipment, has enhanced my enjoyment of working on little British cars, and was fun to build! Why not send a large, self-addressed, stamped envelope to the Editor and plan your own bench/washer building weekend soon?

—Chris Nowlan

(O.K. everyone—Send for the plans and then down to Home Depot! Address your request to: Parts Washer, Moss Motors, 440 Rutherford Street, Goleta California 93117.) ■

SEBRING(cont.)

while being towed to a race in Milwaukee in 1964. This car was the number #53 Sebring Sprite!

Now, using some logical problem solving, we could state, as a reasonable conclusion that of the three Sebring Sprites, Robert owns #54 and I own #55. I would like to thank Victory Lane for running the ad that gave provenance to my quest for the #55 Sebring Sprite!

(While at Buttonwillow we were talking about that little light which illuminated the racing number on the side of the Sprite during nighttime competition hours. Was it from an MGA? That was the question and if it was, which one was it? While at the Extravaganza, Herschel poked the side of the right fender on the Sprite, and there was the hole for the lamp uncovered after all these years! Moss Motors were only too happy to supply him with our compliments, part #144-100, an MGA map light which was originally fitted in 1959 for the Sebring race!) ■



prefix/suffix letters ceases to mean anything. However, you are not allowed to make a car appear newer than it really is by transferring a suffix/prefix plate to it from a year later than that in which the car was made. It's OK to make it look older—but not to make it look younger!

As to the actual number plates themselves, their style and size has been very constant over the years. Up until the late 1960s, white or silver figures were used on a black background, plates usually being oblong, but sometimes square as on the rear of Land Rovers. Incidentally, a special dispensation was granted to the E-Type Jaguar in 1961 to use ‘stick-on’ plastic numbers and letters rather than metal plates. Up to 1963, the individual digits had to be 3½” high, but when the seven digit, suffix letter plates started to appear, the height of the letters was reduced to 3¼”, so that seven could be fitted into the space previously occupied by six.

Reflective plates with black letters on a cream background on the front of the vehicle, and a yellow background for the rear plate, started to appear in the late 1960s, and by about 1972 were pretty well universal. In fact, these days only cars originally registered for use prior to January 1, 1973 can use the old style of non-reflective, black and white plate. Also, in Britain there always has to be a plate both front and rear, unlike some US states which don't require a front plate at all. Something that surprised me when I first rented a car in North Carolina—I thought the plate had fallen off!

There's a lot more that could be said about our pretty complex system, and several exceptions to the general rules I've outlined above but at least I hope I've managed to convey to you some of the main features, and if you're ever on vacation in Britain, keep an eye out for that elusive “A1”!

—Bill Piggott ■

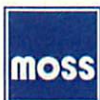
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MARKETPLACE



Protective Knockoff Wrenches

An alternative approach to prevent damage to your knockoff, these multi-ply wooden wrenches really do prevent damage to your chrome. Reasonable care and judgement must still be exercised to ensure that knockoffs are securely tightened. The 52mm version fits Jaguar two-eared knockoffs, while the 42mm size fits all other conventional British two-eared knockoffs.

386-165 42mm Knockoff Wrench \$29.95
386-175 52mm Knockoff Wrench \$29.95

TR Shield License Plate

Embossed aluminum plate with crisp screen printing in regulation U.S. size.



229-280 Triumph License Plate \$7.75

TC-TD Horn Push and Dip Switch

Super quality reproduction of the "non-stepped" dash mounted switch fitted to all TCs and early TDs when new.

140-700 Switch \$69.95



MGB Cylinder Head

Brand new cast iron "air port" heads with valves & springs as original for all US-spec. 1975-'80 MGBs.

451-555 \$695.00

TD Rectangular Taillamp Ass'y.

Complete assembly, includes glass lens, rim, rubber body, gasket, bulb and socket assembly. Fits early TDs up to (c)21302.

157-908 \$49.50



Spitfire I:18th Scale Model

Superbly detailed model by Chrono of a BRG Spitfire MK IV.

220-333 Spitfire Model \$39.95

MGs Across America

MGs Across America is a unique, two-part documentary video set which tells the fascinating story of the MG in America—the company's biggest single market since WWII. Made over two years and filmed coast to coast, the videos include a rich assortment of rare archive material, such as MGs racing at Watkins Glen, Bridgehampton, Sebring and the Mount Washington Hill Climb. There are also interviews with some of the early pioneering American race drivers; old cinema newsreels of MGs in Land Speed record attempts at the Bonneville Salt Flats; MGs at major U.S. auto shows; and exclusive MG shows. Set of two tapes of about 45 min. running time each.

211-080 Video Set \$46.95

Austin-Healey Door Hinges

Excellent quality cast alloy hinges are produced in small quantities in England. If you need new hinges, these are the ones to get!

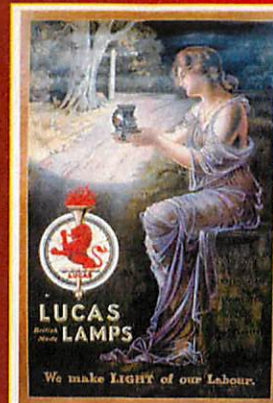
6-Cylinder Roadster Door Hinges

031-425 Upper and lower \$193.50

3000 BJ7-BJ8 Door Hinges

031-430 Upper only \$193.50

031-425 Lower only \$193.50



Lucas Vintage Poster

We have located a further supply of these lovely reproductions of a circa 1930 Lucas advertising poster. Lithographed in full color on heavy poster stock, these measure 23 1/2" X 16".

214-205 Poster \$18.65



TC Control Cables

Excellent reproductions with nice delicate knobs as original. The slow running knob is also knurled as original.

331-390 TC Slow Running Cable \$69.95
331-370 TC Starter Cable \$69.95
331-380 TC Choke Cable \$69.95



Spitfire/GT6 Steering Rack Assembly

Quick ratio steering rack for all Spitfire, GT6. Approximately 3 1/4 turns lock to lock.

667-185 Steering Rack \$394.50



MGB 1 3/4" SU Carb Heat Shield

Stainless steel heat shield for 1 3/4" SU conversions for MGB helps ensure against vapor lock.

451-035 Heatshield \$62.30

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Limited Edition MGBs

Introduced in March 1979 beginning with car # 492071. Sometimes referred to at the MG Factory as "Jubilee" models. Fitted with five spoke cast-alloy wheels, partly painted dark metallic gray. A special three-spoke leather covered light alloy spoke steering wheel. Limited Edition Silver side stripes. Front air dam in hard rubber fitted by North American Importers and many cars also fitted with American sourced luggage racks, stereo radios, and floor mats by importers. Some cars are described as fitted with "Factory Air Conditioning" but these systems were added in the USA - never in the factory! On the glove box lid was a plaque with an MG badge and the words "Limited Edition" in Gothic script. Incidentally both the spoilers and the tape stripes were of American manufacture and were added in the US prior to sale.

As the L.E. was withdrawn from the California market in December 1979, the 1980 models were sold only in the other 49 states and Canada, the last Federal car being #523000 presented by JRT to the Ford Museum. The half-a-millionth MGB, an L.E. #509313, built in January 1980, is owned by Moss Motors and resides here in Goleta. It still has only 79 miles on the odometer and is used by our Research & Development

Department to study originality and specifications. Despite the fact that 6682 "Limited" Edition MGBs were eventually produced, over the past 20 years they have become highly desirable, and the North American MGB Register maintains detailed records of members L.E.s. The Limited Edition Registrar is Ron Tugwell, and he can be contacted at P.O.Box 2406, 3 De Amaral Road, Carmel Valley, CA. 93924 (831) 659-2449.

MARKETPLACE



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18TH, 20TH, 23RD AND 24TH MARCH, 1981

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Abingdon Auction Poster

Exact reproduction of the poster announcing the auction at The MG Factory of equipment and end of production supplies and parts held in 1981. A piece of history for your garage wall. Size approx. 20 x 30" 214-120 Poster \$9.95



The MGB LE Collection

1	453-775	Aluminum "Limited Edition" Dash Plaque	\$7.50
2	263-748	Leather rimmed steering wheel Assy. (Fits all 1977-80 MGB)	\$237.50
3	215-730	Body side Strip Kit	\$44.95
4	475-180	Front Air Dam	\$107.95
5	462-750	Alloy road Wheel	\$193.45
6	408-280	Medallion for Road Wheel	\$4.55
7	462-760	Spring Clip for road wheel medallion	\$3.25
8	264-990	Black "LE" Lugnut	\$6.95
9	229-905	"LE" Keyfob	\$7.50
10	229-740	"LE" Front License Plate	\$7.95
11	219-815	"LE" Hat, Black & Silver	\$15.95

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TOP, TONNEAU & COVER

SALE

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We recommend that items be ordered "Backorder Yes" so that you will receive the full benefit of this Sale. Orders must be received in our Goleta, California office by September 24, 1999 (not just postmarked) to qualify for the sale prices. Be sure to order early! All items listed in this sale section do not include shipping & handling charges or sales tax (CA and NJ residents only). The discounted prices in this sale section may not be used in conjunction with any other Moss special promotion.



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AUG. 16 THRU SEPT. 24, 1999

MG TC-TD-TF CANVAS TOPS, TONNEAU COVERS & SIDE CURTAINS

Manufactured by Moss, our range of weather equipment is patterned from original cars to ensure that every detail is perfect.

TAN STAYFAST CANVAS TOPS

	REGULARLY	SALE
TC (with Split Rear Window)	243-710 \$529.95	\$449.95
TC (with Single Rear Window)	243-725 \$529.95	\$375.95
TD (with 2 metal bows)	243-735 \$529.95	\$375.95
TD (with 3 metal bows)	243-745 \$529.95	\$375.95
TF	243-755 \$529.95	\$375.95

BLACK STAYFAST CANVAS TOPS

TC (with Split Rear Window)	243-715 \$529.95	\$449.95
TC (with Single Rear Window)	243-720 \$439.95	\$375.95
TD (with 2 metal bows)	243-730 \$439.95	\$375.95
TD (with 3 metal bows)	243-740 \$439.95	\$375.95
TF	243-750 \$439.95	\$375.95

BLACK VINYL TOPS

TD (with 2 metal bows)	242-010 \$279.95	\$235.95
TD (with 3 metal bows)	242-110 \$279.95	\$235.95
TF	242-210 \$279.95	\$235.95

TAN STAYFAST CANVAS TONNEAU COVERS

TC Full Tonneau Cover	243-850 \$415.95	\$345.95
TD Full Tonneau Cover	243-870 \$415.95	\$345.95
TD 1/2 Tonneau Cover	243-875 \$229.95	\$193.95
TF Full Tonneau Cover	243-890 \$415.95	\$345.95
TF 1/2 Tonneau Cover	243-895 \$229.95	\$193.95

BLACK STAYFAST CANVAS TONNEAU COVERS

TC Full Tonneau Cover	243-860 \$415.95	\$345.95
TD Full Tonneau Cover	243-880 \$415.95	\$345.95
TD 1/2 Tonneau Cover	243-885 \$229.95	\$193.95
TF Full Tonneau Cover	243-910 \$415.95	\$345.95
TF 1/2 Tonneau Cover	243-915 \$229.95	\$193.95

BLACK VINYL FULL TONNEAU COVERS

TD Full Tonneau Cover	241-220 \$259.95	\$219.95
TF Full Tonneau Cover	241-320 \$269.95	\$229.95

TAN STAYFAST SIDE CURTAINS

TC Complete Side Curtain Kit	243-768 \$799.95	\$679.95
TC Cover Kit Only	243-760 \$384.95	\$320.95
TD Cover Kit Only (2 top bows)	243-780 \$384.95	\$320.95
TD Complete Side Curtain Kit (3 top bows)	243-818 \$799.95	\$679.95
TD Cover Kit Only (3 top bows)	243-810 \$384.95	\$320.95
TF Complete Side Curtain Kit	243-838 \$799.95	\$679.95
TF Cover Kit Only	243-830 \$384.95	\$320.95

BLACK STAYFAST SIDE CURTAINS

TC Complete Side Curtain Kit	243-778 \$799.95	\$679.95
TC Cover Kit Only	243-770 \$384.95	\$320.95
TD Complete Side Curtain Kit	243-798 \$799.95	\$679.95
TD Cover Kit Only (2 top bows)	243-790 \$384.95	\$320.95
TD Complete Side Curtain Kit (3 top bows)	243-828 \$799.95	\$679.95
TD Cover Kit Only (3 top bows)	243-820 \$384.95	\$320.95
TF Complete Side Curtain Kit	243-848 \$799.95	\$679.95
TF Cover Kit Only	243-840 \$384.95	\$320.95

SIDE CURTAIN HARDWARE

TC Bolt & Nut Set (63 of each)	252-008 \$29.95	\$24.95
TC/D/F Bolt & Nut Set (58 of each)	252-018 \$29.95	\$24.95
TC Complete Strip Set	252-108 \$104.95	\$87.50
TD Complete Strip Set (2 top bows)	252-208 \$104.95	\$87.50
TD Complete Strip Set (3 top bows)	252-308 \$104.95	\$87.50
TF Complete Strip Set	252-408 \$104.95	\$87.50

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SPRITE-MIDGET BLACK VINYL TOPS

Robbins high quality replacement tops. Tops are supplied with all necessary snaps and fasteners, but do not include the header rail or rear anchor bar.

	Reg.	SALE!
948 (cars with studs on w/shield frame)	242-180	\$247.95 \$209.00
948 (bar mount type)	242-185	\$247.95 \$209.00
Sprite MkII 948-1098 & Midget MkI (fits cars with side curtains)	242-190	\$247.95 \$209.00
Sprite MkIII & Midget MkII 1098 (fits cars with wind up windows)	242-195	\$247.95 \$209.00
Sprite MkIV & Midget MkIII 1275 (fits 1967-'69, with 8 tenax studs)	242-175	\$257.95 \$215.95
Sprite MkIV, Midget MkIII & 1500 (fits 1969 on, with 6 tenax studs)	242-200	\$247.95 \$209.00
Sprite MkIV, Midget MkIII & 1500 (fits 1969 on, with 6 tenax studs. From the original manufacturer, in the original material, with the header rail installed.)	242-205	\$439.95 \$375.95

SPRITE-MIDGET BLACK TONNEAU COVERS

948 Bugeye	241-270	\$224.95	\$189.95
948 & 1098, 1961 thru '64	241-280	\$224.95	\$189.95
1098, 1965 thru '66	241-285	\$224.95	\$189.95
1275, from 1967 (no headrest pockets)	241-290	\$236.95	\$199.95
1275 & 1500 (with headrest pockets)	241-300	\$247.95	\$209.95
TOP COVER 1275 & 1500 1969 thru '80	241-525	\$142.95	\$121.50

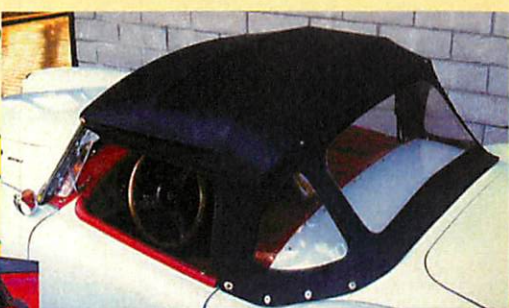
JAGUAR XK120 TONNEAU COVER

Jaguar XK120 Black Vinyl Tonneau Cover	011-350	\$214.95	\$185.75
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MGA TOP & TONNEAU COVERS

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 English manner.

	Reg.	SALE!
BLACK VINYL TOPS		
3 window, late 1500-1600	242-310	\$257.95 \$215.95
3 window, MKII	242-950	\$257.95 \$215.95
WHITE VINYL TOPS		
3 window, late 1500-1600	242-320	\$257.95 \$215.95
3 window, MKII	242-960	\$257.95 \$215.95
TAN STAYFAST CANVAS TOPS		
One window, early 1500	243-950	\$429.95 \$365.95
3 window, late 1500-1600	243-960	\$459.95 \$399.95
BLACK STAYFAST CANVAS TOPS		
One window, early 1500	243-955	\$429.95 \$365.95
3 window, late 1500-1600	243-965	\$459.95 \$399.95
TONNEAU COVERS		
Short style, mounts on rear cockpit rail		
Black Stayfast Cloth	243-985	\$234.95 \$199.95
Black Vinyl	241-420	\$159.95 \$139.95
Tan Stayfast Cloth	243-980	\$234.95 \$199.95
Long style, mounts behind rear cockpit rail		
Black Stayfast Cloth	243-995	\$234.95 \$199.95
Black Vinyl	241-520	\$159.95 \$139.95
Tan Stayfast Cloth	243-990	\$234.95 \$199.95

CONVERTIBLE TOP FRAME ASSEMBLIES

Complete, ready to install reproductions of the originals.

	Reg.	SALE!
MG TF Top Frame Assembly	453-366	\$289.50 \$245.95
MGA Top Frame Assembly	408-890	\$219.95 \$190.95
Austin-Healey 100-4 Top Frame	453-670	\$449.95 \$399.95
MGB '69-'70 Optional Folding Frame	408-280	\$204.95 \$179.95
MGB '70-'80 Standard Folding Frame	408-290	\$199.95 \$175.95
MGB '62-'69 Stow-Away Frame: Right	454-490	\$154.95 \$129.95
MGB '62-'69 Stow-Away Frame: Left	454-500	\$154.95 \$129.95
TOP & TONNEAU BOWS AND MISC. HARDWARE		
Austin-Healey 100-4 Front Top Bow	021-580	\$29.95 \$23.95
BN4, BN6, BN7, B17 Front Top Bow	808-080	\$94.50 \$74.95
BN6 & BN7 Top Frame Finisher	021-786	\$21.25 \$16.95
BN4 & B17 Tonneau Stiffener Set	453-658	\$49.95 \$39.95
Austin-Healey BJ7 & BJ8 Tonneau Bow	021-541	\$32.95 \$28.95
Austin-Healey 100-4 Top Latch Set	904-988	\$99.95 \$85.95
BN4 & B17 Top Latch Set	805-008	\$59.95 \$49.25
R/H TOP LATCH 4 SEAT B17	805-030	\$32.50 \$25.95
L/H TOP LATCH 4 SEAT B17	805-035	\$32.50 \$25.95
MGTC-TD-TF Top Bow Socket (2 req.)	408-920	\$4.90 \$3.95
MGTC-TD-TF Top Bow Wing Bolt (2 req.)	408-200	\$8.75 \$6.95
Top & Side Curtain Frame Tan Spray Paint	220-520	\$12.50 \$9.95
MGA Front Top Bow	453-250	\$44.95 \$35.95
MGA Top Bow Socket (2 req.)	408-920	\$4.90 \$3.95
MGA Top Bow Wing Bolt (2 req.)	408-200	\$8.75 \$6.95
MGA Rear Anchor Bar	244-200	\$14.50 \$11.95



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	Reg. \$449.95	Sale \$399.95
Late 1963 to '70 Top for folding frame	250-000	Reg. \$449.95	Sale \$399.95
1971 to '76 Top with fixed rear window	250-080	Reg. \$449.95	Sale \$399.95
1977 to '80 Top with zip-out rear window	250-130	Reg. \$459.95	Sale \$399.99

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 #406-250 or rear anchor bar, #244-210.

	Reg.	SALE \$249.95
1962 to early '63 Top for folding top frame	242-630	NA
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	NA
1977 to '80 Top with zip-out rear window	242-655	242-695
1977 to '80 Top with zip-out rear window	Tan 242-295	

Note: The 1962 & early '63 tops were fitted up to (b)19484. The late 1963 through '70 tops were fitted from (c)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.

MGB ENGLISH DULL-COAT VINYL TOPS

Rugged British-made top is heavier than other budget tops and all seams are stitched and welded for maximum strength. They feature a zip-out rear window and fully installed snaps. Black only

1971 to '80 Top with zip-out rear window	242-665	\$214.95	SALE \$185.75
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ROBBINS TONNEAU COVERS

Our tonneau covers are tailored for left-hand drive cars only. Supplied complete with all necessary snaps and studs (not installed).



1962 to '67 w/out headrest pockets	Black 241-440	\$247.95	SALE \$199.95
1968 to '70 w/out headrest pockets	Black 241-443	\$247.95	SALE \$199.95
1971 to '80 w/out headrest pockets	Black 241-445	\$247.95	SALE \$199.95
1968 w/ headrest pockets	Black 241-460	\$247.95	SALE \$199.95
1970 to '80 w/ headrest pockets	Black 241-465	\$247.95	SALE \$199.95

Note for tonneaus 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 tonneaus with headrest pockets: The 1969 tonneau fits from (c)158371 to (c)187210. 1970 to '80 tonneau fits from (c)187211 on.



MGB Deluxe Sun-Fast 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. Professional installation suggested. These tops incorporate zip out rear windows. Material samples are available free upon request.

Fits 1971 thru '80.			
Black Canvas Top	242-740	Reg. \$607.65	SALE \$499.95
Tan Canvas Top	242-745	Reg. \$607.65	SALE \$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. Professional installation suggested.

Black Stayfast Acrylic Top	242-795	\$799.95	SALE \$679.95
Brown Stayfast Acrylic Top	242-785	\$799.95	SALE \$679.95
Black Vinyl Top	242-775	\$549.95	SALE \$475.00

MGB TOP COVERS

Our top covers come with all necessary snaps and studs.

1971 to '80 Top Cover Black	241-485	\$159.95	SALE \$129.95
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MGB WINDSHIELD HARDWARE

Top Rail Assembly (roaddsters from (c)187211 on)

MGBGT Windshield Top Finisher	453-275	\$69.95	SALE \$55.95
MGBGT Top & Tonneau Stowage Bags	408-090	\$54.95	SALE \$45.95

Our stowage bags are made to factory specifications, from the original black vinyl-coated jute material.

Tonneau Bow Stowage Bag	242-625	\$30.95	SALE \$24.95
Tonneau Cover Stowage Bag	242-605	\$29.30	SALE \$25.95
Stow-away Top Frame Bag	242-615	\$71.35	SALE \$59.95



**AUSTIN-HEALEY
TOPS & TONNEAU COVERS**

Our convertible top kits and tonneau covers are manufactured to the original specifications and patterns, incorporating the original material in the correct colors. All necessary fasteners are included with each kit.

CONVERTIBLE TOPS		Reg.	SALE
100-4 Tops	Black	021-525	\$274.95
	Blue	641-000	\$274.95
100-6 BN6 & 3000 BN7 (Fits all 2 seaters.)			
	Black	021-529	\$279.95
	White	021-530	\$279.95
100-6 BN4 & 3000 BT7 Top (Fits 4 seaters to (C)1528.)			
	Black	021-527	\$269.95
100-6 BN4 & 3000 BT7 Top (Fits 4 seaters from (C)1528.)			
	Black	641-030	\$289.95
	White	641-040	\$289.95
	Blue	641-050	\$289.95
3000 BJ7 Top (Fits to (B)59371.)			
	Black	021-531	\$279.95
3000 BJ7 and BJ8 Top (Fits BJ7 from (B)59372 thru BJ8.)			
	Black	021-533	\$269.95
	Blue	641-080	\$269.95

TONNEAU COVERS		Reg.	SALE
100-4	Black	021-535	\$219.95
	Blue	643-010	\$219.95
100-6 BN6 & 3000 BN7	Black	021-536	\$224.95
	Blue	643-030	\$219.55
100-6 BN4 & 3000 BT7	Black	021-537	\$249.95
	White	643-040	\$257.95
	Blue	643-050	\$249.95
	Red	643-045	\$249.95
3000 BJ7 and BJ8	Black	021-539	\$259.95
	Blue	643-070	\$259.95

CONVERTIBLE TOP BOOTS		Reg.	SALE
3000 BJ7 Top Boot	Black	643-080	\$194.95
100-6 BN6 & 3000 BN7	Blue	643-130	\$194.95
BJ8	Black	643-090	\$194.95

BJ7 & BJ8 S
 Black Top Cover Bag \$49.95
 Black Tonneau Stow \$49.95
 Black Tonneau Rail \$37.95

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