

**MOSS** **MOTORING**

**ON THE ROAD!**



# Big Healeys & Me

by John Sprinzel

## DESTINATION ENGLAND

An Enthusiasts Guide

**PHOTO CONTEST WINNERS**  
**SPITFIRE SAGA • RALLY NOSTALGIA**

Spring, 1999

Volume 18  
Number 1

**MOSS**



# British motoring events

## March, 1999

- 14 Phoenix British Car Day, Phoenix, AZ, (602)971-7807  
14 Spring Fling V. Lake Helen, FL, (904)789-5749

## April, 1999

- 9-11 GoF South, Ocala, FL, (813)787-1422  
16-18 Texas Healey Roundup, (972)235-6361  
23-25 British Car Days, Las Cruces, NM, (505)526-2318  
25 All British Day, Dallas, TX, (972)918-8829  
25 British Autojumble, Portland, OR, (503)287-2024

## May, 1999

- 1 Britfest/Moss Motors at Horseshoe Park, NJ, (800)431-2496  
1-2 British Car Meet, Monterey, CA, (408)643-1066  
1-2 All British Meet, Las Vegas, NV, (702)363-3881  
1-2 Moss British Extravaganza, Buttonwillow, CA, (800)235-6954  
2 Get the Dust Off Rally, Baltimore, MD, (410)817-6862  
16 Dixon All British Show, CA, (916)783-7375  
22 British Car Show, Braselton, GA, (770)938-9340  
23 British Car Meet, Richmond, VA, (804)527-1515  
28-30 British Car Festival, Champaign-Urbana, IL, (309)663-5372  
29-30 All British Car and Cycle Show, Columbia, MO, (573)817-1310

## June, 1999

- 5 15th British Marques on the Green, Louisville, KY, (812)923-7349  
6 Red Mill British Car Day, Clinton, NJ, (908)713-6251  
11-12 Heartland MG Regional, St. Joseph, MO, (785)267-6033  
13 British Motorcar Gathering, Hellertown, PA, (610)865-3419  
14-18 NAMGAR GT-24, Lake Tahoe, NV, (530)672-2319  
19-20 Chico All British Car Meet, Chico, CA, (530)342-1821  
20-25 Austin-Healey Conclave, St. Louis, MO, (314)843-7913  
27 British Car Day, Sussex, (414)321-5466

## July, 1999

- 7-10 "MG '99" NAMGBR Convention, Vancouver, BC, (604)988-2497  
15-19 GoF Central, St. Louis, MO, (314)344-9332  
28-Aug 1 Vintage Triumph Convention, Portland, ME, (603)471-0650

## August, 1999

- 2-6 GoF West, Whistler, BC, Canada, (604)253-4145  
6-8 All Triumph Drive-In, Wenatchee, WA, (206)325-8554  
6-8 BMCNE British Car Annual Festival, Wachusett, MA, (401)539-2879  
7 British Car Day, Dayton, OH, (937)293-2819  
9-13 Austin-Healey West Coast Meet, San Diego, CA, (619)278-0414  
20-21 UML Summer Party, Grand Rapids, MI, (616) 682-0800  
22 Taste of Britain Car Show, Lancaster, PA, (717)292-0579  
27-29 MG Drivers Gathering, Hancock, MA, (908)713-6251

## September, 1999

- 18 Fallfest, Moss Motors, NJ, (800)431-2496  
25 MGs On The Rocks, Bel Air, MD, (410)817-6862  
25 British Car Day, Montgomery, AL, (334)244-6671  
30-Oct 3 'Triumphest' '99, San Ramon, CA, (510)656-3607

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 April 1, 1999.

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



# contents

Spring, 1999

Volume 18, Number 1

## England in 1999

Planning a trip to England in the near future? Check out these ideas for things to see and do

10

## Oh, The Joys of This Motoring Game, Ratty!

If you think owning a car here is rough, here's what the English do!

14

## Britfest

The annual fling at Moss' ECF

16

## Buttonwillow

It was so-o-o much fun, let's do it again!

17

## Spitfire Saga

Ride along as we roadtest a "put-together" Spitfire in 100°+ weather

18

## Photo Contest Winners

The best of the bunch!

20

### Columns

At Fall Chat	6
British Sports Car Mart	32
Events	2
Letters	4
Motoring Marketplace	24
Sprinzel Speaking	8
Technical Tips	28
The Nut Behind The Wheel	29
The Top Down World	13
Through the Windscreen	30



We received numerous letters regarding Harry Newton's column in our last issue, printed here are some for your enjoyment...

### WHAT IS A SPORTS CAR?

What's all this fuss about what is and what isn't a sports car, and why should it be the major stumbling block between two major groups of automotive speed and sport-minded individuals?

Such a minor thing as what constitutes a sports car should not interfere with the overall objective of either group. Among ten sports car enthusiasts you can get ten different definitions of a sports car.

Let's analyze this a little closer. What goes into the make-up of a sports car? Is it a car of foreign manufacture, made for use, either on the highway or in sporting events? Is it a car made from scratch to comply with the generally accepted rules for sports cars, or is it any car including a hotrod, that is used in a sporting manner?

We have our own opinion of what a sports car should be, just as everyone else has. We took this stand when we published the article, *A Sports Car Defined* in our February 1950 issue. A good hotrod could easily come under the definition of a sports car by including fenders, for surely the criterion of a good sports car is not "what it does" but "how it does it."

—Walter A. Woron, Editor,  
Motor Trend, September, 1950

I respect Harry Newton's position on minimally equipped sports cars. I myself would give my eye teeth to drive one, let alone possess one. But these cars have gone out of my price range sufficiently to be unaffordable!

Things have changed from 50 years ago, as everyone knows. The cars Harry wrote about couldn't possibly be built today. Even the Caterham Seven could not be built here in the States. With the Government and the insurance companies having a hand in what is, or is not to be on cars, and not including the tastes of drivers today, it would be a fruitless endeavor.

Technology has indeed been a double-edged sword to the automobile and its driver. Today's cars are not considered complete without air bags, anti-lock brakes, power steering and traction control. From someone who has a range of vehicles NOT equipped with this technology, I am much happier. I am happier in the fact that I can FEEL what the car is doing. The car feeds back information to let me know if I am about to do something stupid and hopefully avoid a problem.

A vehicle with the aforementioned modern devices takes the control away from the driver and gives it to the car and the people who designed them. With no feel in the steering wheel from over-servoed power steering, to a likewise over-servoed dead brake pedal, traction control is needed to keep the driver from taking the car beyond its limits. I won't go into how I feel about air bags!

4 ■ MOSS MOTORING



Moss Motoring Photo Contest Honorable Mention Winner in "This Sporting Life" category, Chris Miller, Logan, Utah.

Technology HAS given us better suspension systems, engines and braking. These are part of the pieces that make up a (as I look at it) a sports car. Yes Harry, the very stuff that makes newer vehicles run rings around the older ones! But, a car cannot be built in this country with the good stuff technology has given us, without making it feel numb and lifeless to the driver by being over-servoed. This is where people's tastes come in.

Personally I intend to keep on driving Triumphs and MGs because when they talk I list.  
—Tim Klisavage

What IS a sports car? Wonderful question asked by Mr. Newton in *At Full Chat*. I totally agree, but find it depressing that with all the technology today, we have no car company willing to offer us a bare bones sports car! If today's econo-sedans can run rings around our vintage iron, and I agree that they can, then we should have present day examples of Bugeyes and MGs all over the place!

A new Ford Escort or Hyundai can be had for around \$8-10,000. Deduct the top, air conditioning, plush interior and sound system...add some suspension tweaks, killer exhaust and we'd have a fun car for \$7000! Why not?

—Gary Nafziger, Wellman, Iowa

"What is a sports car?" This question puzzles many people. For me, a thirteen-year-old girl, a sports car is just about anything you enjoy to ride in that has four wheels and speed. It's a car that dares you to speed, and a place where the wind blows through your hair, and maybe even the hair of a lucky doggy companion!

Here's my sad story. My sports car turned into a wheel-less and speed-less old clunker waiting to be reincarnated. It all started when my dad bought my sister and I a 1970 Pea Green and Rust with Pric Gray polka dots, Triumph Spitfire! OK, the color wasn't exactly my choice but it made me happy. The car was given to us so we would stay out of Dad's '65 MGB and his 1971 Triumph Spitfire.

To my sadness, just about half the good parts on MY car ended up on HIS Spitfire! Therefore I am left with a wheel-less old hulk with an engine in a thousand pieces. I thought my Dad stooped pretty low when he took the door hinges off my car!

Luckily, some of the remaining parts on my car will never fit his car. That leaves me with only one thing to say, "HA, HA!"

Finally, when my dog, Buddy, and I sit in my "dream car" we have to watch out for spiders!

—Sharlene L. Kauffman, Moses Lake, Washington

Dear Harry,

Have enjoyed your articles for months and I am pleased to be able to contribute something back. I own a '68 MGB GT named "Allison" or perhaps it's the other way round—maybe she owns me. At any rate, she lets me drive her on nice days!

I also drive a "1989 BMW 635CSi Chat Noire" which has such amenities as motorized seats, outside mirror and door locks, all of which are heated in winter. Not to mention a computer and a device which keeps cans of beverage cold. Is it a sports car? Heck yes! Allow me to explain.

Imagine what the drivers of the Stutz-Bearcat of the early 1900s said about British sports cars of the '40s and '50s. "Call that driving? Why they've got windshields with wipers and fenders! They've even got starters and electric lights instead of gaslamps. Not to mention pneumatic tires—Good grief they can't even feel the road!"

So let's get down to the *essence* of a sports car. Perhaps we can all agree that the shape should be a long hood, with a shorter trunk, and two passenger (the 'occasional' or seat is acceptable) design.

I would agree they should be more nimble, corner better, accelerate and brake better, all of which makes them FUN to drive. But, you yourself really touched on the *essence* when you said, "transporting...in an exhilarating manner!" We have all felt that teeth clenching smile of downshifting a curve, waving to another driver passing by in a similar marque, and seeing other drivers stare in envy! Freudian? Heck YES!

I submit that any car that can cause such exhilaration in a driver is by definition—a SPORTS CAR!

—Ernest P. Ayo, Michigan

### HAPPY CUSTOMERS ...

I would like to take this opportunity to thank Moss Motors for great service! Recently I received a tonneau cover from Moss that was sent to me by mistake, after I had canceled my original order. The Moss sales associate who answered my phone call was not only very courteous, but apologetic. He quickly gave me a Return Authorization.

Today I received a credit memo from Moss, not only for the full amount of my purchase (plus shipping) that had been charged to my credit card, but also including the shipping cost incurred by me when I shipped the cover back to Moss.

I appreciate Moss Motors taking full responsibility for their error and in the future I will look to Moss to satisfy automotive needs. You have demonstrated your concern for customer satisfaction and in doing so you have won my future business.

Thanks again!

—Ron Boyajian, Wellington, Florida

## PROFUSE APOLOGIES AND ERRATA DEPARTMENT

Some errors slipped through the vigilante net in the Winter issue of *Moss Motoring*!

First, in our story on the excellent British car videos from British Car Films we incorrectly stated the price of the videos as \$19.95 each plus shipping. The corrected prices are \$19.95 for each volume (tape) of *MG Across America* and \$29.95 for all of the other tapes (Mini, Land Rover, Morris Minor and Jaguar). The whole boxed set of tapes retails for \$79.95. We regret the error. The tapes are available by calling (800)454-8341.

Secondly, some of our readers didn't have a clue! We had lots of calls about our crossword in the Winter edition of *Moss Motoring* where inadvertently we fouled up and didn't give you the clue for "29 Down". Instead we gave you a clue, "28 Down"—which didn't exist! The missing clue should have been "Fan \_\_\_\_\_" and the answer was "belt". We promise to be more careful in the future!

Thirdly, in reference to the NAMGAR GT "Buddyfinder" mentioned on page 5 of the Winter issue, we have now been advised by Jeff Zorn that the web address has changed. It is now <<http://www.mgcars.org.uk/namgar/finder.htm>>. The Buddyfinder is where you can link up with like-minded people traveling to MGA meetings. Jeff is also the NAMGAR webmaster and can be reached by e-mail at <[namgar@mgcars.org.uk](mailto:namgar@mgcars.org.uk)>.

A couple of weeks ago, I made a 'pilgrimage' to your new (to me) location. Since I am an old customer ('79 years!) and have been doing business with Moss Motors since the '50s, first with my TC, then MGA, I was very interested in your set-up.

Can I say I was warmly welcomed and received a thorough tour through the entire complex. I cannot recall the gentleman's name who was so helpful and informative but thanks for a great tour!

—W. J. Banas, Houston, Texas

Please turn to page 35



Moss Motoring Photo Contest Honorable Mention Winner in "Best Overall Presentation of a British Sports Car" category, Ray Pezzoli, Palos Verdes, California.



# At Full Chat

Harry Newton



Nostalgia...thirty-five years ago, I served for a year as President of the Westchester Sports Car Club in suburban New York. After a year as Activities Chairman and another year as the club's Veep, one virtually could rely on being elected president. Club activities included a monthly dinner meeting, complete with a guest speaker and a motorsport related film. There also was a monthly road event, usually a TSD rally, but sometimes a gymkhana, concours or even a bus trip to the ice races in the Poconos. Other variants included some truly innovative 'gimmick'



6 ■ MOSS MOTORING



rallies, the quirkiest of which were conceived by Dick and Sal Langdon. As I recall, credit for both the Alpha-Omega and Color-Code rallies is due this couple who resided at Croton-on-Hudson. Alpha-Omega was diabolical, as those who succeeded in unraveling its secret quickly learned. Upon reaching the specified odometer mileage for the first instruction

had lots of work, as they had to work out distances by subtraction, and had to convert left turns into right turns, and vice-versa. Even more challenging was the instruction, "Turn left (or right) at T." Think about that for a minute...when approached from one of the off-shoots, a T intersection *isn't* a T intersection! The less imaginat

## Rally Nostalgia?

and finding no such opportunity for making the turn, the club's Latin students looked again at the event name and realized that Dick and Sal had snookered them... the rally was to

be run backwards. No, not in reverse gear, but from the final instruction to the first one!

That meant that navigators

rallyists resorted to the "panic envelope" that provided the address and phone number of the restaurant where the rally was to end.

The Langdon's Color-Code rally was equally challenging. There were no written instructions per se, just bars of color that indexed with cumulative odometer readings. Did dark blue mean to turn right, turn left or continue straight ahead? Or could it mean that one was to bear right onto blacktop, continue on concrete or follow some other instruction? Then, what did orange bars mean? Ditto for brown, black, red and green. If, at a particular odometer mileage, it was impossible to do anything, it meant that the



wrong interpretation had been made at the last instruction before this. As we progressed, it became ever easier, as each color, once deciphered, was consistent throughout the rally. If dark blue meant to turn right once, it meant it every time it was used... and so on.

An annual event was the Turkey Tour, a straightforward rally held every November (by the way, this is being written on November 18, such are the lead times for your favorite magazine!). Instead of the usual silver-plate or pewter trophies, winners got turkeys for their Thanksgiving dinner. Betty and I co-drove in the 1954 Turkey Tour in our heaterless MG TE...in those days it was just a minor inconvenience. Harry Fanelli and I put on an annual economy run patterned after the famed Mobil Economy Run. Just like the big one, it was based on ten-miles-per-gallon and gas tanks were sealed from start to finish. The cars started from the scales at the Neptune Storage yard in New Rochelle, and it finished there where each car's gas tank was topped off at the same pump. Not wanting to deprive the members of a chance to compete, we used a clever strategy instead of manned check-points.

The instructions required payment of tolls at a half-dozen bridge and parkway points along the route, and contestants had to bring back time and date-stamped receipts for each. There also was a maximum time for completion of the run, thereby foiling the plans of participants who might otherwise have been tempted to coast in neutral whenever possible. While some theorists opted for the lightest possible weight, others' strategies went the other way...with one contestant carrying a rusty engine block in the trunk of his Hillman Minx! He did very well indeed!

A few months ago, your editor at *Moss Motoring* rewarded me a letter from an *At Full Chat* reader, one Len Fanelli. Of course Len is a son of my old friend, Harry. And, as evidence that the acorn doesn't fall very far from the tree, Len, as was his Dad, is in the greasy end of the car



business. Len has spent the past five years wrenching for the White Plains Land Rover dealer, a pursuit of which Harry would have heartily approved. He sent along a photo of Dad's old MG TD, looking pretty darn good with new paint and upholstery. I was pleased to learn that Harry raced a Curtis Offy in old-timer events until near the end, which for him came in 1996. In his most recent letter, Len mentioned that his dad had purchased the TD in 1978 from Harold Dibble, another WSSC member, who had owned the BRG MG since 1954. My thanks to *Moss Motoring* for providing a forum that enables me to regain contact with people and the children of people who played roles in the nearly half a century that has gone by since I bought that first RHD MG TD from Perry Fina in Manhattan. But, Len, you *can't* be 50 years old...don't you realize how old that makes me? ■



SPRING 1999 7



# Sprinznel Speaking

John Sprinznel



As I spent so many years playing with Sprites, folks think I have something against the "Big" Healey, but in reality, nothing could be further from the truth. I started motorsport around the time of the Healey 100's introduction, and as many of the enthusiasts of the day, coveted one of these great-looking sports cars. Naturally, I couldn't afford one, and probably couldn't have even paid for the insurance, but the great thing about being an enthusiast, is that one can always dream.

The 100S in particular, was the one I would really have liked, but I followed one around on one of the National British Rallies (I was in a TR2), and all I could see were the sparks flying off the very low-slung exhaust system. As I was very into rallying, this put any thoughts of getting one for competition right out of the frame. A couple of years later, I was fortunate enough to be picked for the Abingdon works rally team, and had a couple of seasons of competing in International rallies driving several of the wide range of cars produced by BMC. I was continually fascinated by the attempts of Marcus Chambers, the competitions manager, and Doug Watts, the workshop foreman, to develop the 100-6 into a rally car. Nothing could stop them from being low slung, and it took several years of perseverance and incredible strengthening before the 3000 finally became the feared and successful competition car of the sixties.

In 1958, the year of our debut success with the trio of Sprites on the famous French Alpine Rally, Scotsmen Bill Shepherd and John Williamson managed a penalty-free run with the 100-6, to win one of the rare and coveted Alpine Cups. To show just how difficult it was to win a "Coupe", the set times for each class over the very rough and tough roads of the French Alps were reduced each year to the fastest time achieved by any competitor in the previous



event. Talk about a moving target! Some of the classic stages such as the "Quatre Chemins" (four corners), which is still regularly used on Monte Carlo and other big rallies, were considered quite impossible to drive within the set times.



of the road than I would normally deem prudent, I was unfortunate enough to collect a rock hidden in the grass verge, which sheared off the disc brake, and that was that. Peter came second overall and won the GT category, which made our effort just another "might-have-been". In those days, team drivers were often "sold" their cars at the end of the season at very advantageous prices and many were brought to my dealership for public sale so that the drivers could recoup what was considered as their 'bonus'.

When I think now of how cheaply these magnificent Healeys could be bought, it just makes me cringe, but back then not many people wanted to buy a car that had spent a couple of seasons being rallied over those nasty, rough roads. Nowadays those same cars are valued in the six figure range, and represent some of the finest examples of the brilliant minds of Donald and Geoff Healey and the incredible development programs of Abingdon's devoted team mechanics. ■

Back to the Alpine Rally where the Morley twins were going to be the third crew to achieve this pinnacle of motoring awards. Their Healey was again without penalty on the final afternoon of the event on the run into the Marseilles finish, when on the start line of the climb of the Col D'Allos their differential gave way. Someone's incredibly stupid decision had fitted their Healey with an unproven limited slip differential, breaking the golden rule of competition preparation, and this untested unit, not surprisingly, let them down.

I had three outings in these full specification Healeys, two in British Rallies with an ex-works car loaned to me by team driver David Seigle Morris, and the third in a similar car on the Greek Acropolis Rally with Bobby Parkes. Bobby, who ran a company making "Don" brake linings, owned his own ex-factory 3000. I remember the rally in Wales as being particularly hairy in that you could visit controls either the direct way, or else via a longer route for bonus points—a cunning way to get around the Royal Automobile Club's strict maximum average speed rules. I do recall averaging just over 70 miles an hour around one of the big Welsh lakes on fairly narrow country lanes, which must have been quite exciting for the poor co-driver. The works' cars were a delight to drive, with handling that encouraged lots of full throttle and composite lock in order to get around the corners, almost sprite-like in fact, but with about four times the power!

In Greece, Peter Riley in a BMC team car and Bobby and I, battled throughout until the final stage of the rally, when we still had a few seconds to make up. Using more







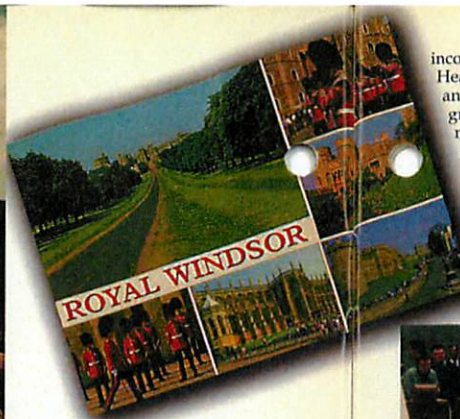
*Going to England in 1999? Here are some places to go and things to do...*

I've lost count of the number of times the following phone conversation has taken place. "Hi Ken, the wife and I are off to England and we'd like to know where to go and what to see automobile-wise." "When are you going?" I usually ask. "Thursday" is the reply, this conversation taking place the previous Monday!



# England in 1999

So, to avoid conversations such as this coming up to the Millennium, if you are going to the UK in 1999 (or even 2000 for that matter) here are a few places and events you might wish to build into your itinerary. There's so much to see and do in the UK that it's impossible to take everything in, unless you go and live there for a couple of years. But at least you can go and see the British try to merge into the European scene with former enemies of the last thousand years! It's a beautiful place! 'Quaint' is the word most Americans



use to describe the British Isles, a place full of history and pageantry, tranquillity and lovely motor cars!

Many of these cars are housed in museums, but many of them are brought out for special runs such as the London to Brighton. In case you are going across the Atlantic here's a few suggestions on where to visit.

This is by no means a complete listing but might give you some ideas.

First, a visit to the HERITAGE MOTOR CENTER is a must for any enthusiast interested in British automotive history. A huge permanent display includes 35 MGs from "Old Number One" to the first production MGF. All marques

incorporated into the Rover Group including Austin-Healey, Triumph, Mini, Morris, Riley, Land Rover and Range Rover are featured in period backgrounds. Easily reached on the motorway some 90 miles north of London, the museum is open daily and is situated on Banbury Road in Gaydon, Warwickshire (pronounced Worricksire!). Telephone 011-44-1926-64118. Costs about ten bucks to get in and well worth it!

A little known (in the USA) collection is the HAYNES MOTOR MUSEUM. This is an offshoot of the famous Haynes Publishing Company that produces those



wonderfully detailed repair manuals for your car. The museum displays a wide range of automobiles made between 1900 and 1990, including many exotic vehicles. Lots of MGs from an M-Type to an MGB. Haynes is well down in the west country at Sparkford, near Yeovil, in Somerset. It's also worth bearing in mind that the Royal Navy's Fleet Air Arm collection of aircraft is close by. An \$8 entrance fee is charged and the collection is open daily. Telephone 011-44-1963-440804.

Quite a few years ago, I was offered a PR job by Tom Wheatcroft who has amassed the world's largest collection of single-seater Grand Prix racing cars at his DONINGTON GRAND PRIX COLLECTION. I often wonder what would have happened had I taken that position at the museum which is quite close to Derby in the Midlands. (My initial interview, by the way, was conducted in the center of the race circuit in



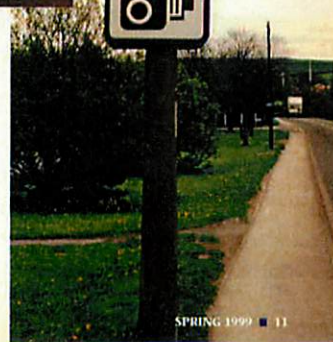
Tom's Rolls Royce, but that's another story!) Here at Donington Park on some weekends you can witness English clubman sports car racing at its best on the adjacent track. Also, during the week, one or other of the Formula One teams can usually be found testing their latest models. This venue is a straight shot north up the M1 motorway from London which lies some 120 miles south. Cost is around \$11 to enter, and the phone number is 011-44-1332-811027.

No visit to England for the auto enthusiast would be complete



without a visit to the NATIONAL MOTOR MUSEUM located at historic Beaulieu (near Southampton) on England's south coast. Apart from the museum itself, the estate of Lord Montague of Beaulieu also possesses an abbey, palace house, beautiful gardens and much more. The huge collection of cars, buses, trucks, record breakers, and hundreds of motoring artifacts, will take you a whole day to get 'round! The reference library alone is worth another day in itself. Nearby is Bucklers Hard, where the wooden warships were built for Drake, Nelson, and other noted British seafarers. Costing around \$12 and easily reached by the M27 motorway, a telephone call to 011-44-1590-612345 will bring more information. Incidentally, the world-famous Beaulieu Autojumble will take place on September 11 and 12, 1999!

Please turn the page







Kensington. Seven floors and forty galleries filled with inventions and technology that made Britain Great! Most of the vehicles owned by the museum are down at a satellite location in Wroughton, near Swindon, but are scheduled to return in the year 2000. Entrance fee is around ten dollars and the telephone number is 011-44-171-938-9770.

You might also consider visiting one of the seven Moss International locations situated around the UK while you are there.

In this feature I've tried to give you some of the major venues with a motoring slant, but there are literally hundreds of smaller museums in the United

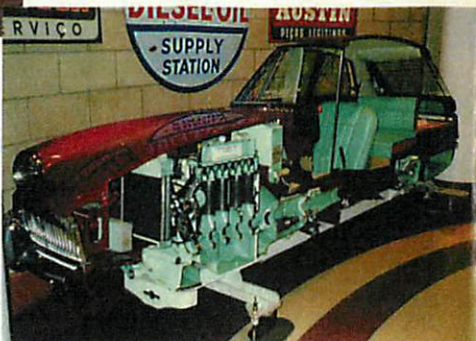
BROOKLANDS is a name that conjures up images of pre-war racing 'round the famous banking, some of which can still be seen. A museum here commemorates most of these feats, and there's usually an event every weekend for both cars and flying displays. Hampton Court and Wisley Gardens are close by. The restored Clubhouse is unique and contains a land speed record exhibition. Located in Weybridge, Surrey, just outside London, Brooklands can be reached by taking the M25 motorway, exiting at Junction 10. \$9 will bring you all the nostalgia you could want! Telephone 011-44-1932-857381.

Back up to the Midlands now and on to the MIDLAND MOTOR MUSEUM at Bridgenorth in Shropshire. Nearly 100 sports cars dating from 1925 to date are featured, and for railway enthusiasts, the Severn Valley Steam Railway is preserved close by. I started my RAF career at Bridgenorth, but there wasn't a museum there then, only spit and polish! Call 011-44-1746-762-992. It only costs about 6 bucks to get in!

If you headed some 40 miles east from Bridgenorth to Coventry you would fall over the MUSEUM OF BRITISH ROAD TRANSPORT in Hales Lane of that famous city. Hard by Coventry Cathedral this collection houses nearly 200 cars, about 75 motorcycles, and 200 bicycles (our forefathers' transport!). Highlights are Coventry's contribution to British motoring history with Alvis, Daimler, Hillman, Singer, and of course, Jaguar all being featured! There are road cars, racing cars, and a superb display of buses. All this plus special attractions such as the Coventry Blitz Experience and Thrust 2 Sight and Sound Spectacle. At last word this museum had free entrance for a trial period but check before going if you're short of cash! Telephone 011-44-1203-832425.

Heading up into the Lake District? Then do visit the LAKELAND MOTOR MUSEUM, at Grange-over-Sands in Cumbria. Nearly 200 vehicles include several MGs and children's pedal cars, plus special features on Sir Malcolm Campbell and others. Again, just off the M6 Motorway 200 miles north of London, entrance prices vary, but are not expensive. Call them on 011-44-15395-58509.

Finally, back in London (and especially if you are taking the kids!) be sure to visit the NATIONAL MUSEUM OF SCIENCE AND INDUSTRY in South



Kingdom which cater to car enthusiasts. To list them would take a whole issue of *Moss Motoring*! However, if you require further information many of the museums are on the Internet. If we can help you further then please write to English Travel, Moss Motors, 440 Rutherford Street, Goleta, CA 93117 and when we say write we mean just that—no phone calls on this subject please!



May 1-2  
May 9  
June 4-6  
June 27  
July 31-Aug. 1  
Sept. 11-12  
Sept. 12  
Nov. 6-7

## MAJOR EVENT DATES



Classic Car Show, NEC, Birmingham  
MG London to Brighton Regency Run  
MG Car Club Silverstone International  
MG Owner's Club National Event, Billings Aquadrome  
Triumph Register International, Malvern  
Beaulieu Autojumble  
Abingdon International Works Show  
Classic Car Show, NEC, Birmingham

Finally, if you like train travel, it might be well worth buying a BritRail Flexipass good for 4, 8 or 15 days unlimited travel throughout the UK. Costs vary, so search for [www.railtrophe.com](http://www.railtrophe.com) on the net. Another useful Internet site is the British Tourist Authority at [www.visitbritain.com](http://www.visitbritain.com). A useful address to write for information is: *The English Tourist Board, Thames Tower, Blacks Road, Hammersmith, London, W6 9EL*.

In our next issue we'll try to bring you more of what to see and where to go in England and Scotland, including an update on what to see in Abingdon in 1999! ■

# The Top Down World

John Paul Middlesworth

There's one question overheard so often at a British car show that you have to work hard to suppress your natural strangling reflex. After a few idle questions about the paint job and how fast the car goes, the casual observer gets to what he's dying to ask: "What's a car like this worth?"

We obviously don't have the luxury of opening up a N.A.D.A. guide and finding a widely agreed-upon price for one of our cars. It

would be too complicated. Where your normal list of addenda might say "deduct 5% for manual transmission" ours might say "deduct 20% if pavement is visible beneath driver's feet," "deduct 18% if passenger-side door is missing," and the list would go on and on.

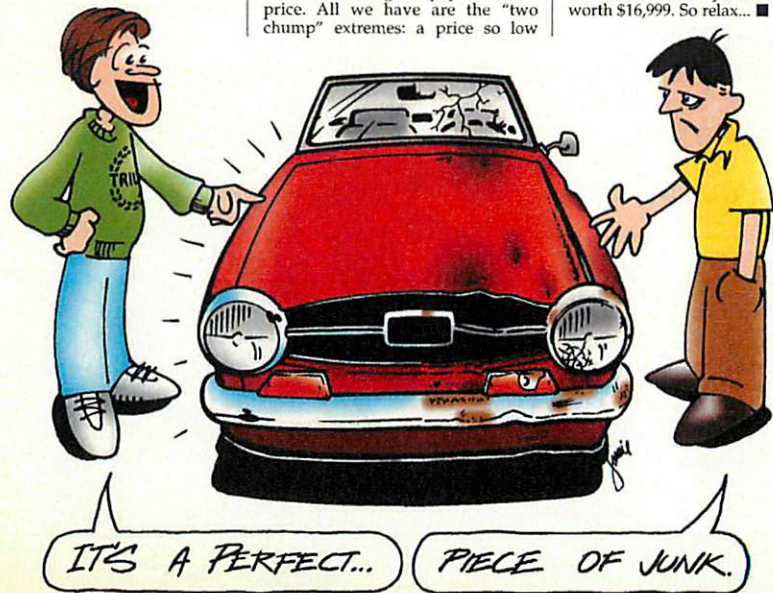
The price guides you find at newsstands for collector cars use a pseudo-scientific method of scouring through publications like *Hemmings Motor News* and averaging the prices people are asking for their cars. This means that the price guides are always going to be on the high side. There is, for example, in an issue of *Hemmings* a TR6 priced "in the high \$20,000s and worth every penny." Now, if one of the price guide people try to factor this in it means they up the price of all TR6s just because of one guy's exaggerated opinion of his car. Not a problem I suppose, unless you're the one trying to sell your own TR6 for what you believe to be a very reasonable \$16,999 and not getting a single phone call.

It's sobering to realize that our cherished old clunkers have no objective value. Like the proverbial tree falling in the woods, an old car is worth nothing until you find someone willing to pay a certain price. All we have are the "two chump" extremes: a price so low

you'd be a chump to sell, and a price so high the other guy would be a chump to buy. If the chump extremes were separated by only a couple hundred dollars, buying and selling British cars would be simple, but they're unfortunately separated by a couple of thousand dollars in the case of Triumphs, and even more in the case of really exotic machinery.

This means that you buy a collector car and only afterwards do you do the hard work of figuring out what price you should have paid. In the midst of buying you're filled with imagination and desire; your chump-awareness is turned way down low. It's only after your new purchase has spent two weeks in the shop that you rush out to compare figures in every price guide you can get our hands on. And you generally conclude that you paid too much.

But then, how do we determine value anyway? What value would you put on the feeling of skidding around pylons at an autocross? Of coasting down a highway into an autumn sunset? Of getting a thumbs-up from somebody next to you in traffic? Of getting to know your fellow enthusiasts? These aren't ordinary experiences, and enough of them can convince you that a TR6 is worth \$16,999. So relax... ■







To take any vehicle onto the public roads of Britain, one first has to have what is commonly called a 'Tax Disc'. This is the four inch diameter colored disc that can be seen in the windscreen of British cars, each disc carrying the car's registration (license plate) number, and also the month of expiry, for this disc has to be renewed every year! This paper medalion is not called a tax disc for nothing, as it currently costs £150 (\$250) a year, a direct contribution to the tax revenues of

**NON-TRANSFERABLE BETWEEN VEHICLES  
REFUND OF DUTY**

This licence may be surrendered at any time for a refund of duty for each complete month left to run. A month will only count for refund if the licence is handed in or put in the post on or before the last day of the preceding month.

To claim a refund send your application and the licence to the Driver and Vehicle Licensing Centre **SWANSEA SA99 1AL** or hand them in at any Vehicle Registration Office. Refund application forms (V14) may be obtained from any Vehicle Registration Office or main post offices.

# "Oh! The Joys of this Motoring Game, Ratty!"\*

Bill Piggott

(\* Toad of Toad Hall, from *The Wind in the Willows* by Kenneth Graham)

As you may have noticed, this issue of *Moss Motoring* has a distinctly English favor. Your Editor therefore asked me to pen some words on the practicalities of classic car motoring in Britain, so that these might be compared with how things are done in the USA. Although the cars themselves may be the same, save for the position of the steering wheel, the rules and customs that govern their use differ considerably between Britain and the various states of the USA.



the country. Once upon a time, it was known as the "Road Fund License" for the revenues raised by its purchase were indeed spent on maintaining the roads. Fair enough, but for many years past, rapacious governments have grabbed the taxes raised for other projects, to the extent that I believe only 20% of revenue now goes directly into road spending!

All is not gloom for owners of some classic cars however, for some three years ago, after much lobbying, cars over 25 years old were made exempt from having to pay this tax, presumably on the grounds that they represented less than 1% of the vehicles in use, and covered relatively few miles anyway. Such classics still have to carry the tax disc, but it is issued with no duty being payable.

At first, this 25 year age exemption was a 'rolling' date, and cars qualified for it as and when they entered their 26th year. However, last year following our change of government, the bunch of school-boys who claim to rule us made it a fixed date of January 1973, so that all cars manufactured prior to then still qualified for free road tax, but those made after do not! As things stand at present, they never will! It does not take an Einstein to see the inherent anomalies in this. If your TR6 MGB was made on December 31,

1972 it travels for free, if made a day later on January 1, 1973, "That will be £250 a year please!" Not surprisingly the (illegal) trade in pre-1973 titles has perked up considerably, so I'm told...

However, you can't just go buy a tax disc for your car, you first have to prove it is currently insured. 'Classic car insurance has boomed in Britain in recent years, and with much greater competition premiums have fallen considerably, sometimes to almost ludicrously low levels, so much so that one wonders what funds would be in the pot after administration costs, to actually pay claims! For instance, I insured my 1932 Riley Nine saloon last year, on an all-risks comprehensive basis, with an agreed value of £5000 (\$8000), for a premium of just £60 (\$100)! Admittedly, my mileage was limited to 3000 in the year, but with weekend use and in



Keep this certificate in a safe place SEE NOTES OVERLEAF

**VEHICLE INSPECTORATE EXECUTIVE AGENCY**

**TEST CERTIFICATE** Original number: **UFD479380**

The motor vehicle of which the Registration Mark is **PSK 879**

having been examined under section 45 of the Road Traffic Act 1930, it is hereby certified that at the date of the examination thereof the statutory requirements prescribed by Regulations made under the said section 45 were complied with in relation to the vehicle.

Vehicle identification or chassis number	<b>6019935</b>	Vehicle colour	<b>HARDON-BLACK</b>
Vehicle Testing Station Number	<b>21205</b>	Vehicle make	<b>RILEY</b>
Date of issue	<b>MARCH 17th 1997</b>	Approximate year of first use	<b>1932</b>
Date of expiry	<b>APRIL 16th 1998</b>	Recorded mileage	<b>46808</b>
Serial Number of immediately preceding Test Certificate	<b>NINEEY-SIXEEN</b>	If a goods vehicle, max design gross weight	
(To be inserted when the above date of expiry is more than 12 months after the above date of issue - see notes overleaf)		Fuel type	<b>PETROL</b>
Signature of tester/inspector	<i>[Signature]</i>	Notes in BLACK CAPS ONLY	

**WARNING** A Test Certificate is not evidence of the satisfactory mechanical condition of a vehicle.

**CAUTION** Only if the particulars above are correct. Do not accept a certificate showing an alteration.

If you have doubts about the authenticity of this certificate ring -

**THE MOT HOTLINE** Please Turn

Authentication Stamp **VT20**

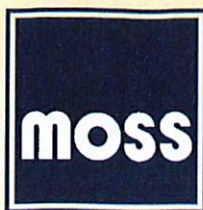
such a relatively slow car, that limit was never going to be a problem! On most classic policies, one can choose a mileage limitation, and obviously the lower the agreed annual mileage, the lower the premium. One might wonder how the insurance companies 'police' the mileages? Well, they generally take it on trust, simply asking for the owner's honest declaration. However, some smarter insurers ask to see the vehicle's MOT certificate which records the mileage at the day it was issued, and this brings me neatly to the next item without which one cannot obtain the essential tax disc.

As well as proving insurance, one also has to prove that the vehicle is "fit for the road". I know that in the USA some states have quite severe annual roadworthiness tests, but other states, I understand, have virtually no checks, other than perhaps on emission levels and pollution, and these don't always apply to classic cars. In Britain we don't have it so easy! If you have ever perused the British classic car adverts, you may have seen the phrase 'long MOT'. The annual roadworthiness certificate is still known, even officially, as the MOT Test Certificate. "MOT" standing for the old Ministry of Transport, long since defunct. (I can't recall what they call that government department this week, by the way!)

This annual certificate has to be produced, along with evidence of insurance, when applying for a tax

Please turn to page 36





## Britfest '99 May 1, 1999 (Rain or Shine!)

Moss Motors Ltd. and The MG Car Club Central New Jersey are pleased to announce a brand new location, and date, for this popular event. In 1999 we are moving to Horseshoe Lake in Succasunna, New Jersey where a bigger-than-ever grass show field is available to us. Horseshoe Lake is just six miles west of Moss Motors off Route 10 at Eyland Avenue in Roxbury Township.

The show will include:

- Popular Vote Car Show
- Swap Meet (Used parts only)
- Craft Fair
- Picnic Basket Contest
- Door Prizes
- Delicious Food and Beverages
- Bigger Vendor Area
- Plenty of Park Benches and Shade
- Free Parking for Spectators

As chief sponsor, Moss Motors will be pleased to take orders for delivery at the show. A 15% discount (on most items) applies on the day of the show—but you can mail or fax your order in advance on the special Moss Britfest flyer, to pick up your order the day of the show! Order processing only at Moss Motors. Mail or fax Joe Capela at (973)361-9385 (24-hour fax) or phone (973)361-9358 Monday through Friday 9 a.m. to 6 p.m. EST.

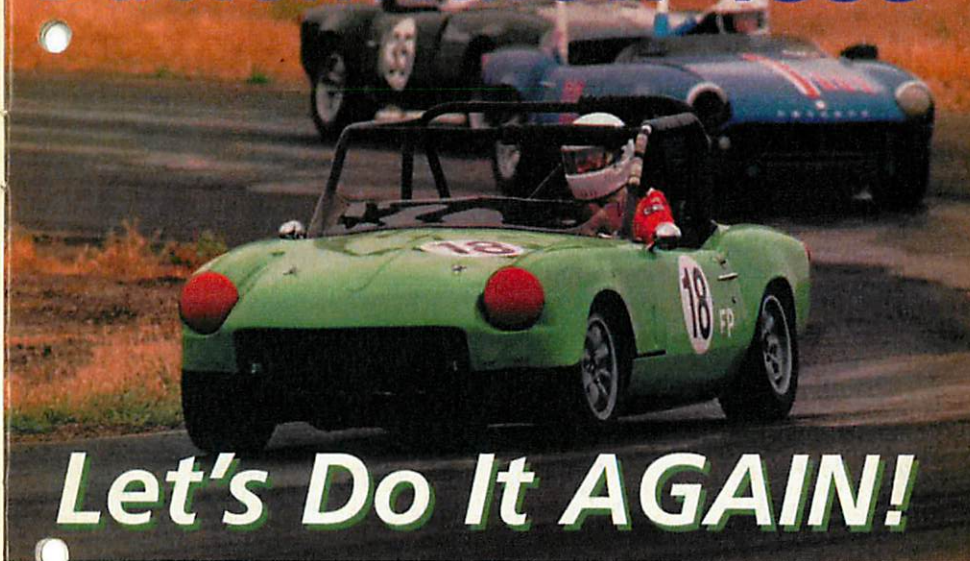
Registration is through the MG Car Club Central New Jersey only:

- \$8 Pre-Registration for Car Show prior to 4/1/99
- \$12 On the Day Car Show Registration
- \$35 Used Parts Vendor Fee (per space)
- \$15 Craft Fair Vendor Fee (per space)
- \$15 Cars for Sale Corral
- \$2 General Spectator Admission (children free!)

For further information and registration call:

- Charles Tregidgo (201)796-8648
- Eliot Ganek (973)762-8116
- Steve Wagoner (973)361-8314 ■

# Buttonwillow 1999



## Let's Do It AGAIN!

Once again we are delighted to inform you that our annual Moss Motors British Extravaganza will take place at Buttonwillow Raceway Park on April 30—May 2, 1999.

With the tremendous support of the Chrysler Corporation, Budweiser, and other local businesses, Moss Motors will present for the fourth time the leading British automotive event on the West Coast. The good news is that the cost of the three-day event remains the same as in previous years!

Buttonwillow Raceway is situated just one mile west of Interstate 5, an easy two hour drive north of Los Angeles, or three hours if heading south from the Bay Area. The track has developed into one of the premier race circuits in the country, regularly used by the leading race teams for performance and road testing. It is anticipated that the Extravaganza will be covered by *Speedvision* and *Fox Sportswest* TV cameras.

Where else can you get (if you arrive in a British car) for a paltry \$25:

- A full program of VARA racing—Two days, Saturday and Sunday!
- A British car show for all types with trophies and prizes!
- The chance to drive this fascinating track in your own car!
- The Moss-sponsored MG/Triumph Challenge.

- The Sprite/Mini Challenge—once again supported by Moss Motors.
- Access to the pits—Get close to the action!
- A delicious tri-tip barbecue accompanied by evening entertainment under the desert stars!
- The opportunity to see the latest Chrysler models up close and savor trips around the track in their fantastic pace cars piloted by professional drivers!
- T-shirts to commemorate the weekend!
- Complimentary dash plaques to all pre-registrants.
- Free RV parking and free camping at the trackside!
- Vendors selling race related products!
- Other special attractions and personalities!

There are several inexpensive hotels in the area should camping not appeal to you. Call Moss Motors at (800)566-3166 for further information, or you can call the Vintage Auto Racing Association at (800)280-VARA.

Organizer Dan Longacre will provide you with pre-registration details by writing to him at 30131 Town Center Drive, Laguna Niguel, CA 92677 or by calling in the evening only PST (949)240-9275. Entry forms are also available from Moss Motors.

Buttonwillow promises to be bigger and better than ever this year—Don't miss it! ■





## John Naquin

This story starts with the purchase of a 1974 Spitfire body two years ago. The owner of the car body tried to install a 20R Toyota engine and five-speed tranny. This didn't work at all so I sold the Toyota gear and purchased a 1972 Spitfire parts car for \$250. This car had an engine that ran and a destroyed tranny. In the trunk of this car was a complete tranny that dated between 1975 and 1980. After gathering information, I found that this could work, but I would need to replace the original flywheel with a newer one that would accept the larger clutch to mate with the newer transmission. This was not as hard as I thought. I was able to purchase a used flywheel that worked like a champ. After putting in all new clutch hardware and rebuilding the engine, the two were buttoned together. The only parts not replaced during the engine rebuild were the alternator and the water pump. With a fair amount of time spent getting the Lucas electrical system back in shape, the car was ready to roll.

Since that point in time, the car has been used for one and a half summer seasons. Within this timeline the car had been driven for a few thousand miles, but never for more than 25 miles on a consecutive run. Therefore, I decided that it needed to be put to the test. This test would end up being a 3000 mile adventure.

I have lived in Casper, Wyoming for 15 years, but am originally from

Franklin, Louisiana. I decided that since I haven't seen my family in a couple of years, I could kill two birds with one stone—visit family and tough-test the put-together Spitfire. My 16-year-old daughter and I made plans to leave on this adventure in the middle of July and return at the end.

After reading many horror stories of how British sports cars seem to break down at the most unexpected moments, I decided to replace the hoses, fan belt, distributor cap, rotor, points and condenser, and fuel pump. The old parts would be carried as emergency supplies. I called up Moss Motors and it wasn't long before we were ready to tough test a Spitfire.

The day of reckoning had finally arrived! The only concern was the mid-section of the country was having a record heat wave. The Dallas area was the hottest, and this was one of my stops. Just to be safe, we loaded a little extra coolant and oil onboard along with lots of sunscreen and ice.

The throaty sound of the Triumph fired up at 6:30 a.m. Everything was going great until we hit the Nebraska State Line. It seemed

to be the start of the inferno, at least that's what the temperature gauge on the car was saying. From this point on, our speed range was from 50 to 65 mph, depending on the temperature gauge. After many stops to refuel the Triumph and cool down our parched throats, we ran across the cute little town Stockton, Kansas at about 5:30 p.m. We noticed that there were children playing in the yards, adults doing any outdoor activities. As we passed by a bank that displayed the time and temperature, we figured out what the problem was. The ambient temperature was 103°! At about 7:30 p.m. we completed the first leg of the journey to Selina,

The engine needed a little oil because it's British (leaks), and the coolant level was fine. I was pleased with what I saw until I started the engine. It was a repeat of the idle from yesterday afternoon. Well, when you are 700 miles from anywhere called home and you have a problem like this, your mind can go in all sorts of directions. After I regrouped my thoughts, I checked the adjustment of the carburetor. At that moment, I remembered a saying a friend told me about British cars, "If you think you have a fuel problem, nine times out of ten, it's electric." So, I checked the spark plugs and they looked good. I now thought distributor, but before I left Casper, I replaced points, condenser, rotor, and distributor cap. I popped the cap off and checked the point gap. It was about non-existent so I grabbed the distributor shaft and checked for wobble. It was good because I had new bushings machined for the distributor three months ago. The only other possibility was that the wick to lubricate the fiber block on the points was gone and the grease used to lube the points after installation had finally disappeared. I readjusted the points and applied a dab of grease to the shaft lobes. After putting the distributor cap on, we turned the engine over again. A perfect idle and a sigh of relief appeared. A dab of grease on the lobes every morning during the rest of the trip prevented this problem from reoccurring.

The trip to Dallas was without problems except for bearing the enormous amount of heat the sky dropped upon us. Without too much surprise, we saw many vehicles on the side of the road with their hoods up and green fluid gurgling from their engine compartments.

After two days of driving, you would think that you would need to clean the windscreen a few times. The heat was so intense that the bugs refused to take to the air. I surely couldn't blame them for that decision. The temperature that day was not meant for man, beast, or machine for that matter. I was very impressed that the engine purred like a kitten on this extremely warm day. Dallas had only reached about 106°.

The third morning we did the inspection ritual again. Everything looked pleasantly well. We were excited that we would complete the first half of our journey today. However, the excitement subsided during the heat encountered on I-20

from Dallas to Shreveport. I didn't believe anything could be this hot. Just placing your arm out over the door while running down the highway would burn it. We finally saw the Louisiana State Line and felt a sigh of relief. As we approached the welcome sign, I had to pull over and get pictures to prove that a little put-together Spitfire made it from Wyoming to Louisiana. This made the whole trip worthwhile. We continued our trek southward to the Gulf Coast. As we reached Opelousas we encountered a rain shower. This truly was a gift from above. It was incredible and welcome to see how fast a temperature gauge reading could drop on a car. We reached our destination about an hour and a half later. It felt like we had just completed a mountain climbing expedition. Now we could finally rest.

The next morning during the inspection we found green stuff on the ground below the fan area. I really felt that I must have been living right to have the water pump go out at the point of my destination. Surely, I would have had no problem getting a water pump for a British sports car on the side of the road in nowhere Oklahoma. It was time to get out the Moss catalog (NEVER LEAVE HOME WITHOUT IT). I then called Cody at Moss Motors and told him a water pump second-day air would be perfect for me. The UPS truck drove up two days later and within a half-hour we had wheels.

After spending time with family, it was time to complete the last part of the journey, time for the Triumph to head back north. The temperatures were nice in South Louisiana, but by the time we hit Shreveport, it was heat city. The Spitfire made the trip to Dallas without a hiccup. The second day to Hays, Kansas was as uneventful as the day before. All that was left was one last full day of driving. By the time we reached Ogallala, Nebraska, it was finally cool enough to take the top down. This was the first time it was cool enough and dry enough on the entire trip to do this. This lasted until Torrington, Wyoming where the rain started again. Even the rain was better than wilting in the intense heat. We soon were able to see the end of the journey ahead of us. Casper was about five miles away when the alternator light decided to pay us a visit. I thought again that my daughter or I must be living right to have the only real problems happen at the end of each leg of our journey. The alternator had decided to start over-charging because the nut holding the rectifier to the chassis of the alternator was gone. This caused the regulator to have a failure. This problem is in the process of being rectified.

After looking back on the trip and the performance of the car, I feel that not all British sports cars are unreliable. Even if they were, I'd still make the trip again for the sheer adventure! ■

# Spitfire Saga

Kansas. As we pulled into the motel, I noticed that the Spitfire would not idle very well, in fact not at all. Looking at the temperature gauge, I decided that the engine was warmer than it has ever run for such an extended period. I told myself that would probably run fine in the morning after a good cool down period.

Well, morning arrived and at a welcome cooler temperature it was now time to check all of the fluids.



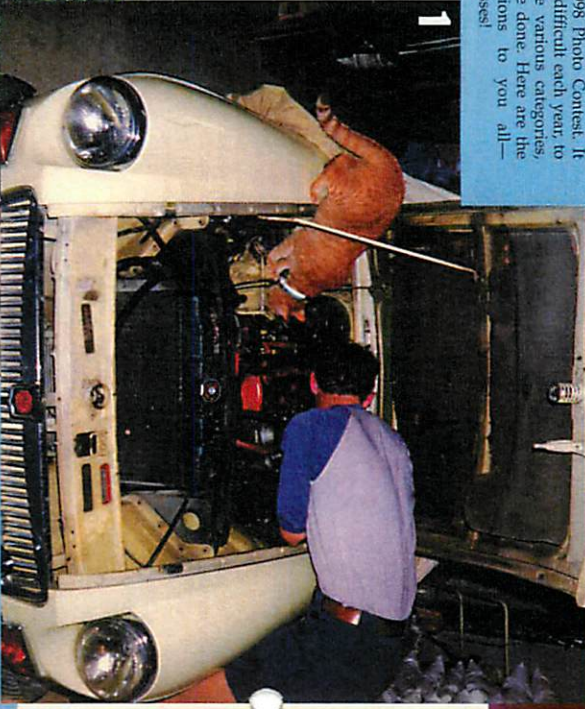


# Here are the Moss Motoring Photo Contest Winners!

Once again we had a great time perusing the multitude of wonderful entries you submitted for our 1998 Photo Contest. It really does get more difficult each year to select winners in the various categories, however, it has to be done. Here are the results—Congratulations to You all—Winners and near misses!



HMM



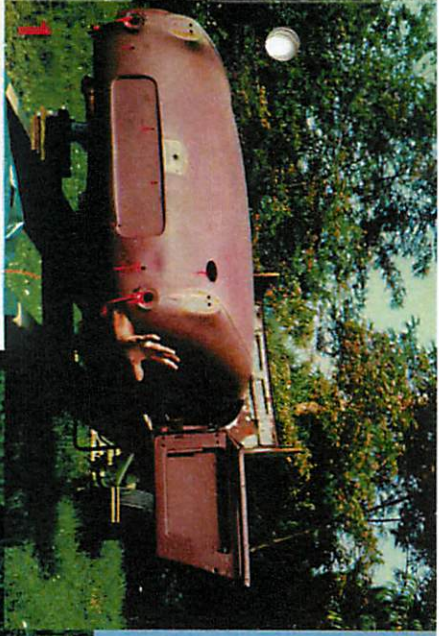
1



2

## Kids and Canines

- 1st Place  
Kelt Kristine Gwyn, Placerville, CA
- 2nd Place  
Donald L. Cantrell, Hermitage, TN
- Honorable Mention  
Louis Nevus, Chico, CA



## HUMOR

- 1st Place  
Walt Peterson, Pitsburgh, PA
- 2nd Place  
Ed Spotoe, Proctorville, OH
- Honorable Mention  
Eud Star Franz and David Powers, Pownal, VT  
Robert and Gloria Cook, Strongsville, OH  
Bill Olson, Bannbridge Island, WA



HMM



HMM



2



## GRAND PRIZE WINNER

Bob Swain, Manteca, CA



## This Sporting Life

**1st Place**  
Daniel G. Stewart, Renton, WA

**2nd Place**  
Sharon Foster, Salt Lake City, UT

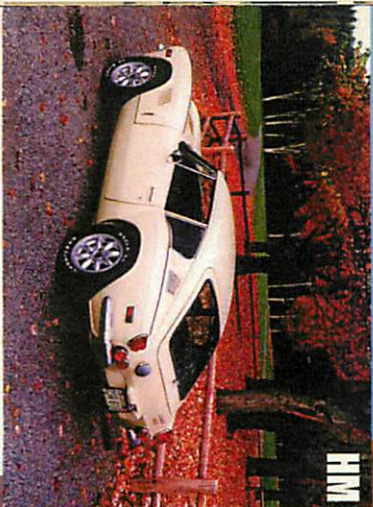
**Honorable Mention**  
Walt Peterson, Pittsburgh, PA  
John H. Herrera, Myersville, MD  
Mike and Debbie Gassman, Waynesboro, VA

## Best Overall Presentation of a British Sports Car

**1st Place**  
Dan Foster, Salt Lake City, UT

**2nd Place**  
Kurt Wenthorst, Valparaiso, IN

**Honorable Mention**  
Kevin St. James, Colorado Springs, CO  
Dan Stewart, Renton, WA





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<b>CENTRAL</b> Mon.-Fri. 8am to 9pm Sat.-Sun. 9am to 6pm	<b>EASTERN</b> Mon.-Fri. 9am to 10pm Sat.-Sun. 10am to 7pm

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24 ■ MOSS MOTORING



**Chrome Lucas Backplate**

Dress up your reproduction wing mirrors with one of these exact reproduction chrome-plated and stamped backplates, complete with all appropriate period lettering. Mirror sold separately.

165-307 \$9.95



**MG T-series, The Complete Story  
by Graham Robson**

From the 1936 TA through the TF of the 1950s, the T-series carried the already established MG reputation forward to another stage, turning MG into a best seller worldwide. Here is the full story of this illustrious line of cars which sparked the sports car boom of the 1950s and '60s, well illustrated with color and black and white photos and drawings, and all pertinent facts and figures. Hardbound, 7 3/4" x 10", 192 pages.

212-135 \$35.95

**MG TC-TD-TF "Q12" Ignition Coil**

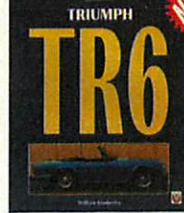
The absolute "spittin' image" of the original long obsolete Lucas Q12 coils, these are authentic, right down to the date code stamped in the bottom (sorry - no choice of dates available!). If you are tired of installing a probably dead original coil for show, and a modern coil for driving, here is one coil that will admirably fulfill both functions- absolutely authentic appearance, and modern functionality.

143-210 \$44.95

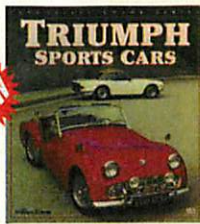
**Triumph TR6**

by William Kimberly

Here's the full story of Triumph's muscular and stylish TR6, regarded by many as the last true Triumph. With over 94,600 built, it was one of Triumph's most successful models. In this book, no stone is unturned in detailing the conception, evolution, production, competition history, restoration advice, and tips on buying and living with these cars. Softbound, 8 1/4" x 9", 160 pages, 200 b/w illustrations, 29 color.



213-686 \$24.95



**Triumph Sports Cars  
by William Krause**

The cars of Triumph's TR series, along with their Spitfires and GT6s are quintessential British sports cars. "Triumph Sports Cars" recounts their colorful history of development, successes, disappointments, and ultimate decline under British Leyland. Softbound, 8 1/4" x 9", 96 pages, 10 b/w illus., 80 color photos.

213-710 \$12.95



**MGB Wire Wheel Conversion Kits**

Disc wheel cars with tube type axles can now be easily converted to beautiful wire wheels with one of these kits. What makes these kits different from others are the uniquely designed rear hubs which replace your original disc wheel hubs, using your original disc wheel axle shafts. Kits include the special rear hubs, front hubs (with studs, nuts, and bolts), front wheel bearings, front axle seals, octagonal safety knock-offs, knock-off wrench, front grease caps, and five beautifully plated chrome or high quality painted wire wheels.

Chromed Wheel Kit	111-418	\$2095.00
Painted Wheel Kit	111-428	\$1609.00



**MGA Felt Hood to Radiator Seal**

Fitted to all pushrod engined MGAs, but now missing from most, this heavy felt seal glues onto the hood, just above the radiator header tank. This not only helps minimize hood vibration, but keeps cooling air from escaping over the top of the radiator. Depending on the condition of your engine and cooling system, this can lower your water temperature by 5 to 10 degrees.

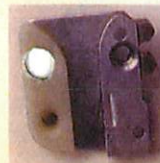
472-560 \$8.50

**TR4-4A Door Striker Plates**

If your doors don't open and close the way they should, or rattle up and down when closed, your car's worn out 32 to 37 year old striker plates could be the cause. These

top quality reproductions will solve such problems.

R/H	803-120
L/H	803-130
	\$21.95 EACH



**Sprite-Midget  
Tar Top Battery**

This is THE correct battery for early Sprites and Midgets. Not only do they fit right, the terminals are in the correct positions, but they have the true original style "tar top" construction. For 1958-67 positive ground cars.

459-480 \$149.95

**TR2-3A Brass Door Hinges**

New hinges may be just what you need to let your doors open and close smoothly, just like they did for your car's first owner. Fit TR2-3A to TS60000.

L/H top	804-635
L/H bottom	804-645
R/H top	804-630
R/H bottom	804-640
	\$29.95 EACH



**MGA Exhaust Pipe  
Heatshield**

Excellent after-market item provides critical heat insulation under the driver's floorboard. Install this effective device before you burn your feet! Fits all MGAs.

451-728 \$29.95



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

**Lead Knockoff Hammer**

Tired of mashing the ears of your new knockoffs? This four pound soft lead hammer will remove even the most stubborn knockoff, and not even scratch the chrome.

386-180 \$22.95



**Cloisonne and Leather Key Fobs**

Keep your keys in order with style. One of these high quality sewn black leather fobs with cloisonne enamel badges is sure to suit your needs.

MG Black & Chrome	229-800
MG Red & Chrome	229-890
TR "Bookbadge"	229-880
Union Jack	229-885
	\$8.45 EACH







### Brake Pipe Sets - Now Even More Essential Than Ever!

Steel brake pipes don't last forever; corrosive deterioration takes its toll, creating a definite safety hazard. An alternative is now available from Moss: English-made brake pipe sets of copper-nickel tubing which offers better long-term strength than steel, and has vastly superior corrosion resistance. The alloy used is equivalent to C70600 (90% copper, 10% nickel), as used by Volvo, Rolls Royce, Lotus, Aston Martin, Porsche, and Audi, so you know it's good. Pipes are supplied coiled, but are much easier to bend smoothly and correctly than steel. All pipes come with correct end fittings and flares, and are individually coded to the instruction sheet so there is no doubt as to where they fit on your car. Note: Only the high pressure pipes are supplied; low pressure pipes from remote reservoirs to master cylinders as used on some Triumphs and Austin-Healeys are not included.

Austin-Healey 100-4	585-408	\$74.95
Austin-Healey 100-6	585-418	\$74.95
Austin-Healey 3000 (BN7, BT7, BJ7 non-servo systems)	585-428	\$74.95
Austin-Healey 3000 (BN7, BT7, 6J7, BJ8 servo systems)	585-438	\$73.95
TR2-3 (Lockheed)	588-608	\$74.95
TR3-3B (Girling)	588-618	\$74.95
TR4	588-658	\$74.95
TR4A IRS	588-688	\$74.95
TR4A solid axle	588-698	\$74.95
TR250-6 UNF threads (thru TR6 CC81078)	588-188	\$94.95
TR6 metric threads (from CC81079)	588-198	\$94.95
MG TD-TF	183-168	\$74.95
MGA 1500 thru (c)27988	183-008	\$74.95
MGA 1500 from (c)27989	183-048	\$74.95
MGA 1600 & MkII	183-088	\$74.95
MGA Twin Cam & MkII DeLuxe	183 178	\$94.95
MGB 1962-67	182-998	\$73.95
MGB 1968-74	183-118	\$74.95
MGB 1974 1/2 - '77	183-128	\$74.95
MGB 1978-'80	183-188	\$73.95
Bugoye Sprite	184-008	\$68.25
Sprite MkII, Midget MkI	184-018	\$70.50
Sprite/Midget 1963-67	184-028	\$58.95
Sprite/Midget 1968-74	184-038	\$71.95
Midget 1500	184-048	\$69.95

**MOSS**

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



### Ignitor Electronic Ignition

- Now available in both positive and negative ground versions.
- The solution to your Lucas distributor woes.
- Completely self contained. No external control boxes to mount or clutter your engine compartment.
- Greatly simplified installation. Only two wires to hook up.
- No permanent modifications involved.
- No points to set or change. Engine timing remains "spot on" far longer.
- Hall effect sensor is impervious to dirt, dust, moisture, or vibration and retains stock advance curve.
- Unaffected by distributor shaft wear, maintains firing accuracy to within 1/4°, reduces spark scatter over the full rpm range.
- Full one year warranty.

#### For NEGATIVE GROUND Systems:

MGA, MGB (points-type), Sprite/Midget (except 1500), and Triumph TR3-4A	222-4
Austin-Healey 3000 and MGC with 25D6 distributor	222-415
Triumph TR250-TR6 with 22D6 distributor	222-395
MGB 1975-'79 with Lucas 45DE4 distributor and integral amplifier	222-425
MGB 1962-'71 Replacement Distributors. Fits Lucas #41427E type 45D4 distributor, Moss part #143-110	222-435
Triumph TR7 and MGB '76 on with DM4 distributor with remote amp.	222-475
	<b>\$99.95/EACH</b>

#### For POSITIVE GROUND Systems:

MGA, MGB (points-type), Sprite/Midget (except 1500), and Triumph TR3-4A	222-555
Austin-Healey 3000 and MGC with 25D6 distributor	222-560
	<b>\$108.50/EACH</b>

### Austin-Healey BJ8 Primary Choke Cable Assembly

Exactly as original, these reproduction primary choke cable assemblies make a super replacement for the unavailable BJ7 choke cable as well.

734-190 \$26.90



### Castrol R Racing Oil

Do you remember the wonderful aroma of a vintage sports car racetrack? Restore all three dimensions to your motoring experience...sight, sound, and smell with genuine Castrol "R" castor bean based oil. We would like to share the good news, the bad news, and the really great news...

The good news is that Castrol "R" was universally acclaimed by drivers of high performance sports and racing cars for over 50 years for its superior film strength and heat-resistant properties compared to conventional petroleum based oils. These benefits are still valid, as Castrol "R" remains the choice of many top european vintage race and rally enthusiasts. Vintage engines with poured babbit bearings are particularly well suited to run on Castrol "R", but more modern engines benefit as well, particularly those which are driven very hard and fast.

The bad news is that Castrol "R" as an engine oil is for only the most serious enthusiast, as it is both expensive and totally non-compatible with all petroleum based oils. Castrol "R" as an engine oil must be used in a freshly rebuilt or completely flushed engine using solvent flushing oil. Any e-conversion to petroleum based oil must be preceded by careful e-application of flushing oil to remove all traces of Castrol "R". We suggest that Castrol "R" be used only in freshly rebuilt engines.

The great news is that Castrol "R" makes a wonderful fuel additive, providing improved upper cylinder lubrication, along with the same great smell without the fuss and expense of using it as an engine oil. Simply add a few ounces into your fuel tank, without any worry about what oil you are using in your crankcase. If you add too much, you will get a truly vintage style plume of blue smoke, but simply add more fuel to adjust the mixture. Our European friends have used this trick for years in vintage cars, motorcycles, and even lawnmowers! (Castrol "R" should not be used in any catalytic converter equipped cars.)

We recommend R30 as a fuel additive, and R40 as an engine oil for all four cycle engines.

R30, 1 liter	215-910	\$12.85
R40, 1 liter	215-920	\$12.85
R40, 5 liter	215-930	\$49.95

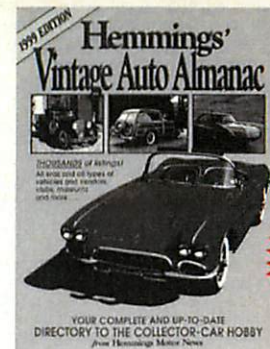


### TR2-4A Sleeve Thermostat

Is your TR running hotter than it should? The problem may be the thermostat. Original thermostats had a sleeve which moved, as

the thermostat opened, to block the bypass port in the thermostat housing. For many years, the only thermostats available have not had this sleeve, meaning we have been running our TRs with about 18% of the coolant flow bypassing the radiator! We have found a source for 160 degree thermostats with this important sleeve!

434-155 \$32.95



### Hemmings' Vintage Auto Almanac

Your complete directory of everything for collector car hobbyists - from Abarth to Zimmer, accessories to woodwork. This new 1999 edition is the most current and complete listing of publications, clubs, salvage yards, museums, services, sources... in short, anything you need a contact for to support your automotive hobby.

213-630 \$9.95



### GIFT CERTIFICATES!

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



### AH 3000 Timing Chain Damper

Great quality reproduction of this long unavailable part. Fits BN7 & BT7 from 29E-H101, BJ7, BJ8

832-250 \$15.95





# Technical Tips

From Our Customers

My tip concerns the removal of stuck pistons from brake cylinders. Air pressure usually works, but then you spend the rest of the afternoon looking for the parts on the floor!

I have taken some old brake line nuts and drilled them out then tapped them to take grease fittings. Now with a grease gun I can jack them out and no parts escape.

Of course, you'll need to be sure to clean all the grease out of the cylinder, but if you had to resort to this process you'd probably be having the cylinders sleeved anyway.

—Kenneth Taplin, Blue Hill, ME

In spite of needing a little cosmetic work, my little '71 MGB GT is always running and 95% reliable, except when my girlfriend takes it for a spin!

Our problem was the alternator light. If the red dash light does not 'engage' when the key is turned, the alternator does not get the signal to begin to do its job (i.e. run lights, blinkers, heater, wipers, and charge the coil and battery!). The culprit was the bulb!

To prove my point, you can follow the brown alternator wire directly to the bulb in the dashboard. Had I known then what I know now, I would have stocked up a small pile of these tiny lights and attended to a needed replacement immediately.

Perhaps this tip will keep other enthusiasts "out of the dark", as other owners, local parts stores, and even our mechanic were surprised at this finding.

—Mark Ramsey, Duncan, SC

I wanted to swap a couple of wires in a harness today, and some folks might just dig out the wire cutters and crimp, or solder, or tape. I've assembled many connectors where you crimp the pins onto the wires and then insert the pins into the socket.

If you find you've goofed, you dig out the disassembly tool and remove the errant pin. However, virtually all of these common electrical multi-pin connectors are built the same way. There is a barb (or two) on the pins that compress while the pin is being inserted into the socket, and then spring out when the pin is seated thereby preventing them being pulled back out. The disassembly tool is simply a thin-walled metal tube on a handle. The tube is just large enough to fit over the pin, yet small enough in diameter to fit into the pin's socket. You simply slide the tool over the pin, which compresses the barbs, and the pull the pin back out of the socket. (It's simple when you see it!)

Have you got a great time-saving idea or tool that can help out other British car owners? Send it to us! If we publish your idea in Moss Motoring you'll be eligible for a \$35.00 Moss Motors Gift Certificate!

Send your ideas to Technical Editor, Moss Motoring, 440 Rutherford Street, Goleta, California, 93117 or e-mail us at [moss@mossmotors.com](mailto:moss@mossmotors.com)!

OK, so what about our LBCs? A simple disassembly tool is available to every one of us already, on our cars. It's the metal innards of a single wire bullet connector coupler. Just take one of the couplers, slide the metal tube about halfway out of the rubber sleeve and...voila! You'll find the tube is just about a perfect fit for slipping over the pins in the various connectors in the wiring harness to compress the barbs. This is also a convenient way to isolate one circuit without having to pull apart a major connector. The pins slip back in quite easily with no tools required. Leaving the rubber sleeve on the tube makes a convenient grip.

—Bud Krueger, Plymouth, MA

When storing your car, one sure way I have found to maintain the battery charge is to connect my charger to a light/appliance timer. The timer is set for one hour a day. Even though my battery charger says will not overcharge a battery, with the timer attached, won't get the chance!

—Tim Castricone, Alexandria, VA

When you replace the anti-freeze mixture in your car, you are sometimes faced with the difficult problem of removing the thermostat housing, especially if the cover has been in place for many years, and someone had previously used a hardening sealant on the gasket!

Almost all of our older British car thermostat covers were made of cast metal and will break if hammered too hard, so reasonable care is in order when removing the cover from the studs.

The drilling of the threads for the retaining studs are often drilled through to the coolant area and without some sort of sealant on these threads, coolant will seep past the threads, causing corrosion around the studs. This will make removal of the cover even more difficult!

When the cover is eventually removed, remove the studs and clean them well. Remove the remnants of the old gasket and put some Teflon paste (not tape) in the threads before installing the studs in the cylinder head or intake manifold.

Once installed, apply a coating of anti-seize material on the studs before installing the cover and retaining nuts. There is really little need to apply any type of sealant to the gasket, but if you feel the need, NOT use RIV or any other type of sealant that will harden. Use a non-hardening type of sealant such as Hylomar from Permatex.

—Bob Mason, Fairhope, AL

# The Nut Behind The Wheel

Ron Phillips



In a recent issue of *British Car* there's an excellent article written by Australian Pat Quinn regarding the restoration of his Austin-Healey BN3. What's a BN3 you ask? Well, Pat has restored the first one of the two prototype four cylinder test vehicles into which Donald Healey and crew stuffed the soon to be introduced six cylinder unit. The vehicle looks just like a four-banger except for a couple of differences like a louvered bonnet, four seats, and solid wheels. But the most visual difference is that Pat's car is fitted with a later roadster-style windscreen, thus previewing things to come with the deletion of the four-banger's lovely folding unit. It is this windscreen that caught my eye and tickled my fancy as Pat mentions while assembling the car after its restoration "The windscreen was difficult. I managed to break two in the process." Been there! Done that!

It seems that one of the common restoration threads among us Healey people is the problem of broken windscreens that occurs during a car's restoration. How many Healey owners have assembled their car's windscreen, or even had it professionally re-glazed, only to come back the next morning after installation to

find it cracked? More than just a couple, I'm sure. What looks like a simple, straightforward process that any talented do-it-yourselfer can do is really a challenge due to a several factors. Let's look at what it's going to take to do this job on any of the Big Healey windscreens with some possibility of success the first time!

The first factor at play here is chrome plating. Almost all of us will have the windscreen frame re-plated. When this happens, it's not unusual to get the pieces back in a different shape than when they went to the plater. Since all the Healey windscreen frames are brass, they can be shaped easily and, just as easily, bent both before and after plating—good news, bad news. Sometimes in polishing, the pieces get "caught up" on the polishing wheel and bent or the polisher believes they should be shaped slightly differently, or they just change shape somewhat due to the nature of the process and the softness of the material. It's important to at least start with the pieces fitting correctly before you ship them off for plating as it's important to minimize how much you have to shape them after they've been plated. When bending after plating, you risk popping off chrome or wrinkling it if you have to bend the frame too much, in which case, it's back to the plater again. All the pieces of the windscreen frame must fit the contour of the glass exactly and must all fit together with each other. If they don't, and you begin to force them together, usually a cracked windscreen results!

Another problem with plating is that the channels may become somewhat narrower due to the build up of plating material. This is not a good thing! You may not be able to get the lower "T" shaped shroud seal in place and make it stay or, in even worse cases, there will not be enough room for the glazing rubber and glass to fit easily into the channel. Fixes? Enlarge the channel if this happens to you. A wedged shaped piece of wood that will open up the channel slightly is the best tool to use. Wood won't mar the chrome where a screwdriver will just leave marks that not even the chrome plater can get out! The objective is to allow the various parts to "just" go together without forcing anything. If you have to force it, like using a hammer or excessive pressure, then the channels are just too tight. Tight channels lead to cracked windscreens!

The next factor is the hardware that is used to fasten together the windscreen frame. The screws that you use to attach the frame to their steel corner pieces must be the right stuff. If you use substitute screws that are longer than original, you risk having the end of one of them contacting the glass, an open invitation to crack propagation! The corner brackets must exactly match the holes in your frames so that the pieces will come together at each corner correctly. By drawing together each frame piece at the corners, additional strength is added to the assembly with the load distributed to both the frame and the corner brackets. A loose frame can also lead to a cracked windscreen. If a bracket's holes don't line up with the windscreen pieces, then select one that does, or drill and tap the bracket with a fresh hole, or fabricate a new bracket yourself.

From the above, you can see that it's important that no metal pieces contact the glass. To prevent such contact, that's the job of the rubber buffer strips and the window glazing rubber. For the window glazing rubber, I highly recommend getting the appropriate glazing rubber kit of the right thickness for your model Healey. Before these were available, I used material from various sources, some of which were professional glass shops. But I was never really satisfied with any of these products, some of which I believe directly led to a couple of windscreens of mine that cracked.

While the shop manual and various catalogs show the stuff I'm calling rubber buffer strips, these do not come in the window glazing kits. You must use your originals or secure an appropriate replacement. These rubber buffers take up the space in the windscreen channel between the corner brackets. These strips of rubber, about a quarter of an inch thick and as wide as the chrome channel, cushion (buffer) the glass from contacting the windscreen frame. For the four cylinder windscreen, they additionally prevent the mounting screws used to attach the windscreen frame to the pillar post inside of the windscreen frame from contacting the glass. If your windscreen is original, or was last re-glazed correctly, these strips will be inside the channels when you remove the old glass. They generally are reusable.

Please turn to page 36

SPRING 1999 ■ 29



# Through The Windscreen

Ken Smith



Well folks, here we go again! After the long winter of our discontent, including military action, political shenanigans and everyone telling us what's bad/good for us, we can escape from all this and into the wonderful world of our little British cars during the year ahead. What do we have to look forward to? Many, many, local and national events as detailed inside the front cover of this issue, but as usual, I'd like to mention the main attractions for each marque of our cars. These are the major meetings and should seriously be considered by enthusiasts who wish to see the best of the best in their particular favorite marque.

I'll start with MG and "MG '99" up in beautiful Vancouver, British Columbia where the North American MGB Register will hold their annual convention on the campus of the University of BC from July 7 through 10. Subtitled the 'Spectacular Drive of your Life' the event includes a "Sea-to-Sky Drive" to Whistler Mountain with a visit to an MG museum thrown in for good measure. Lots of other activities including a car show overlooking Vancouver Harbor with the mountains as a backdrop! Hosted by the Canadian Classic MG Club, call



(604)535-0648 for more information on a meeting all MGB owners and others should be heading to!

The MGAs will be catered to by their 24th Get Together at the superb Cal-Neva Resort at Lake Tahoe. The meet starts on Monday June 14 and ends with farewells on June 18. The Sacramento Valley MG Club are hosts led by Lawrie Alexander and you've never attended one of the major meets organized by Lawrie—then you're in for a treat should you decide to attend the GT! Car show, rallies, scenic tours and the National Car Museum in Reno are just a few of the attractions offered. Get further information from (560)672-2319.

The featured guest at the University Motors MG Summer Party to be held August 18-22 will be noted British automotive journalist and author, Graham Robson. The event will celebrate the MGC and will be held in conjunction with the American MGC Register's national convention. Graham has written numerous books on MG and Triumph cars, and will undertake a 'talking tour' of the MGC automobile. Some 600 plus MGs are expected to attend this annual event now in its 23rd year. (616)682-0800 is where you



let your fingers do the walking for more details!

The New England MG T Register will celebrate their 35th Anniversary in Kennebunkport, Maine on June 2-6. Later in the year they will hold another GoF at Alexandria Bay, New York. For details of both NEMGTR GoF events write Drawer 220, Oneonta, New York 13820. Out on the West Coast the GoF West is scheduled for Chateau Whistler in British Columbia (popular venue!) this year. Running from August 2 through 6, the full program can be obtained by calling (604)888-4384.

Too far to Canada or Maine? Then try ringing (14)428-9335 for a good time! Here at the GoF Central in St. Louis on July 15-19 they always have a good time and there are many attractions for all the family in the Gateway City.

Let's stay in St. Louis and it's the turn of the Austin-Healeys! where Conclave '99 will be held at the Sheraton West Port Inn starting June 20 with the car show. The following day, the Gateway International Raceway will host the assembled Healeys for a flat-out timed speed run day! Ron Varley and John Thousand will be delighted to field your inquiries at (314)843-7913.

On the West Coast we have Fiesta de los Healeys from August 9 thru' 13. This major Healey event is to be by the blue Pacific this year and all clubs involved will be staged at the Town and Country Hotel Resort in San Diego. Information from (619)278-0414. Warning!—These guys know how to party!

We can't forget the major TRIUMPH meets of course! Head northeast young man for the Vintage Triumph Register national convention in Portland, Maine. The New England Triumph Register is responsible this year for the annual shindig and promises a wide variety of events to suit every taste (including Maine lobster!). Bob Grove can supply all the information you'll need and you can reach him at (207)439-3038. July 28 to August 1 are the key Triumph dates for your diary!

Later in the year, on the West Coast, Triumphfest will take place in Pleasanton, California, from September 30 thru' October 3. All the usual activities we've come to expect from the Triumph Travelers Sports Car Club will be there, plus a few surprises! Call (510)656-3607.

So there you have it, and that's by no means a complete list. But these are the majors and we thought we'd highlight

them in the last year of this century. Then just think, we've got a whole new millennium not touched yet! Hope to see you in '99. Get out there with your British classic! ■

## Moss Festival— Nixed for '99

We regret to announce the cancellation of the Moss Festival for 1999. After seven years of growth we are thrilled to have reached the level of success and popularity achieved at our 50th Anniversary Festival in 1998. With over seven hundred cars and thousands of spectators in attendance, we finally reached the critical mass which makes for a special and truly memorable experience.

Plans were well under way for the 1999 Festival when the news hit—Due to changes at Flag Is Up Farms, there will be no events held at the venue in 1999. In fact, it looks as if this change may be permanent. One of the great advantages for us, aside from the wonderful location, was the fact we have had ample time to work out all of the logistics at the ranch necessary to a smooth running and successful event.

The sudden unavailability of the ranch threw us into a quandary. Could we find a replacement venue and secure an appropriate date in time to firmly announce the date and location? Sadly, the answer is no. There are relatively few locations available which suit our unique atmosphere, and dates are usually secured well in advance.

We are currently looking for replacement activities. Our appreciation of your 50 years of patronage is undiminished, and we will find other means of expressing our thanks for your support. The Festival is not dead, it is merely on hiatus until such time as we can restore it to the level everyone has come to expect.

—The Moss Crew



# British Sports Car Mart

## We Now Accept Credit Cards for Payment!

We request a \$10.00 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, no replicas or exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and expiration date. Closing date for the Summer, 1999 issue is March 31, 1999. Please send your ad, photo and remittance to: *Moss Motoring Classic-Fied Ads*, 440 Rutherford Street, Goleta, California 93117. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

## MG



**1972 MGB V8 Conversion Ford** 289ci, T-10 4 speed. 9 inch Ford rear end. Too much to list! Give me \$14000 and you'll go fast! (760) 804-0205. CA (south)

**1952 MG TD Black/Red.** Rebuilt engine, transmission, driveline, brakes, shox, carbs. New crankshaft starter, alternator, pumps, heater carpets, tripod headlights, steering wheel, rubber & cover. Very reliable. \$15,500 (561) 781-1414. FL

**1974½ MGB Roadster.** Good home wanted for this all-black rubber bumpered classic. New Moss interior. twin carbs, wire wheels, overdrive. \$3800 (815) 467-7056. IL

**1977 MGB Roadster.** White w/Black int. 53k miles. Excellent body and motor. Needs top. \$3300 obo. (319) 835-3054. IA.



**1974 MGB GT.** Glacier White w/Harvest interior. Weber carb, overdrive, wire wheels, chrome bumpers. Garaged and only driven occasionally. Very good condition. Extras. \$3950. (775) 783-0013. NV

**1980 MGB Roadster.** Snapdragon Gold/Black int. 15K Original miles. Pristine & in original condition. Always garaged and covered and cared for and driven by an adult. This one got away. A true classic that is show worthy. \$9900 obo. (703)243-1039 eves. (202) 466-4080 days. VA.



**1963 MGB.** Olde English White, black w/red pinstripe leather interior, new metal, new chrome, new everything, needs about 5% finishing. \$7500 obo. (314)532-0279, or e-mail chip40@aol.com, MO

**1953 MG TD with Mkl1 badges.** White w/Black leather interior. Beautiful restoration of a solid classic. Excellent mechanicals. \$17,500. (219) 273-3916. IN



**1971 MG Midget.** Rust-free, garaged western car with 43k miles. Totally restored, beautiful engine, new paint, rubber, chrome etc. A pride to own and drive. \$5750 (816) 246-4350. MO.

**1952 MG TD.** Less motor & trans. All other parts to restore LHD. Oklahoma car \$2500 obo. Also have four fenders to sell. (405) 390-3344 OK.

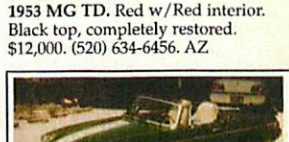


**1958 MGA Roadster.** Red w/new Tan interior. Mechanically sound. No rust and garaged. \$6500 firm. (903) 886-2795. TX

**1976 MGB Roadster.** Original paint. 34k original miles. Reconditioned engine, new top & tires NYS inspected. Runs well, tight car, excellent condition and always garaged. \$6950 (914)339-7243, NY

**1953 MG TD.** Red w/Red interior. Black top, completely restored. \$12,000. (520) 634-6456. AZ

**1978 MGB.** British Racing Green. Wires, Weber Carb. Only driven 200 miles since restoration in Dec 1996. Have receipts for \$13k. Will sell for \$10,000 obo. (520) 298-6091. AZ



**1969 MGB Roadster.** Red and in showroom condition. Dry stored 14 years and second owner since 1972. Complete with shop manual, tools, Unisyn etc. Serious buyers only. \$10,500 (510) 215-1802. CA

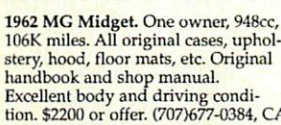


**1954 MG TF 1250.** Fair condition. Good top, upholstery and tires. Original owner, runs and drives great. Drive this home for \$14,500. (409) 247-4206. TX.

**1960 MGA 1600 Coupe.** Classic OEW/Black California car. frame-off restoration completed 6/97 had gained multiple trophies. 3600 miles. A beautiful addition to your stable. \$11,850 (818) 841-1056. CA (South)



**1962 MG Midget.** One owner, 948cc, 106K miles. All original cases, upholstery, hood, floor mats, etc. Original handbook and shop manual. Excellent body and driving condition. \$2200 or offer. (707)677-0384, CA



**1974 MGB Roadster and 1967 MGB GT.** Rare matching cars in Aconite. Both redone throughout with new grilles, bumpers and air dams to look identical from head-n. Now classic collectibles as seen in *Automobile* magazine, 9/98. Complete photo history of restorations carried out available. \$18,000 for both cars. (619)-696-7496. CA.

**1962 MGA 1600 Coupe.** Classic OEW/Black California car. frame-off restoration completed 6/97 had gained multiple trophies. 3600 miles. A beautiful addition to your stable. \$11,850 (818) 841-1056. CA (South)

## TRIUMPH



**1967 Triumph TR4A.** 48k original miles. Solid rear axle model with SU carbs, wire wheels. Excellent body, paint, new top. Spare engine, axle, overdrive. Ready to get in and drive anywhere. CA title. \$8500. (541) 592-2518. OR (South)

**1980 Triumph Spitfire.** Red. 78k miles. Good top, tires, brakes, seats Runs and drives. Partially restored. Car in Fort Worth. \$2350. (817) 732-6551. TX

**1976 Triumph TR6.** British Racing Green w/Chestnut interior. 97k miles. New paint, top, carpet, tires & chrome. \$8900 (314) 530-4606. MO.

## AUSTIN-HEALEY



**1966 Austin-Healey 3000 BJ8 BRG** with very rare Grey top and interior. 64k miles. Arizona car just out of 8 years storage. All new hydraulics, brakes, tires, carb overhaul. BMHIT certificate. \$22,500 (601) 371-6821. MS.



**1955 Austin-Healey BNL.** Second owner with restoration completed 1997. New tires, top, interior, paint etc. \$16,500 (810) 220-2754. MI.

**1964 Austin-Healey 3000.** Rebodyed with a 1967 Banshee Coupe body. Healey BJ7 engine, trans, overdrive frame, instruments and wire wheels. Runs and drives well, needs cosmetic restoration. \$3500 (562) 697-1663. CA.

## JAGUAR



**1954 Jaguar MkVII.** Body restored-all metal. Drives great, new brakes, exhaust, slave cylinder. Original bumpers rechromed, have original wheels. Asking \$13,900. (703)698-5057, VA

**1962 Jaguar E-Type.** Black Roadster restored with Tan top, leather interior. V8 Chevy 400. Automatic 350 trans. Chrome wire wheels. Have old motor & trans for car. No rust. \$21,000 (405) 390-3344. OK

**1948 Jaguar Mark IV.** One & Half liter saloon. Black over red. Runs and drives well Good interior and wood. 16" wires Very complete. Needs paint. \$5000. (562)697-1663. CA.

## OTHER BRITISH

**1948 Bentley.** Right hand drive. Some rust engine and transmission, Rebuilt 1990 but needs lots of work. \$3500. Call (760) 749-1796. Leave Message. CA (South)

**1953 Sunbeam-Talbot Alpine.** French Blue over white. 60k Beautiful original condition Needs no restoration, has all accessories. Drives and looks great. \$5800 (562) 697-1663. CA ■

**REMEMBER**  
The Closing Date for  
ads in the Summer  
1999 issue of  
*Moss Motoring*  
is March 31, 1999



# The Crossword Answers!

Despite our best efforts to lead you astray (unintentionally of course!) several of you managed to stay the course, improvise, and send us correct answers to our LBC Crossword! The winner of the first correct entry opened on January 1, 1999 was Teresa Lynn Hamrick of Tallahassee, Florida who will shortly be receiving a \$25 Moss Gift Certificate. Thanks to all who entered and we'll try to do better with the numbers and the clues next time!

## ACROSS

1. Collier
2. Enzo
7. Boot
9. Play
10. Cam
12. Bonnet
13. Convertible
15. Knock
18. Lucas
20. New
21. Windscreen
22. Heater
23. Leyland
25. Tire
26. Ujoints
27. Mini
28. Gearbox
30. Food
32. Tie
34. SU
35. Hood
36. Rally

## DOWN

2. Oil
3. Racer
5. Needle
6. Open
7. Block
8. Tie
11. MGA
13. Coupe
14. Tonneau
16. Overdrive
17. Kingpin
19. Ashtray
23. Later
24. Sidecurtains
25. Tickford
27. Mixture
29. Belt
31. Octagon
33. Cylinders
38. Anti

## the british car hobbist

Every year Ken Olszewski of Fallston, Maryland sets up a 'Christmas Garden' based around a huge Lionel train layout. This year Ken included his own Moss Moto facility complete with Mossmobile! We thought our readers would be interested!



**STOP PRESS!** We have just learned of a trip to England being organized by the Minnesota MG T Register for September 1999. All the popular attractions are included and the price of the tour which runs from Sept 2-14th is \$2679 inclusive. Call Tom Joyce on (612) 890-5332 for reservation form and information. ■

## mystery car corner

If you said a 1935 Squire Skimpys then we'll give it to you! Actually, this is a copy of such a car built by Dan Danley of Woodland Park, Colorado. He started with a 1960 Peerless GT that had lost its body and after having to literally hammer the piston out of the TR3 engine with a sledgehammer, the motor was rebuilt. Dan then lengthened the chassis by 14" and moved the steering wheel to the "right" side, following which he built the body out of a combination of fiberglass, aluminum and steel. Eighteen inch wheels made to specification in England and many parts from Moss Motors completed the project. Two original Squire Skimpys were made in 1935, now the world has three!



Letters (Continued from Page 5)

### MORRIS MYSTERY

I enjoyed your article on the Morris featured in the Winter edition of *Moss Motoring* and I would like to add a bit of information.

While we were in India some years ago, I was surprised to see that 50-75% of the cars on the road all looked the same. Namely, they were Morris four-door sedans.

I inquired about this and was informed that India bought the tooling patents for this car and they are now building them for general and taxicab use.

I feel this is a great idea because you can always get parts for them and they appear to be a very good workhorse. I am not sure of the authenticity of this information and wonder if you could follow it up.

—Richard A. Huntley,  
Muskegon, Michigan

(Sounds like the old Morris Oxford to me Richard but we'll let our knowledgeable readers fill in the rest of the story!—Ed.)

### MILLENNIUM MUCK-UP

As with most of us, there's always the exception that proves the rule, count from one to ten and not zero to nine! How can you (Mr. Editor) say "As we enter the final year of the millennium..."? The new millennium does NOT start on January 1, 2000—it starts on January 1, 2001!

I do not care what the *National Geographic* and other organizations say, surely Moss Motors can get it right! If you want to have TWO fantastic parties, that's great, but the next millennium starts in 2001.

—Bob Rich

(You saw right through our ploy Bob, and we here at Moss will be having two fantastic parties! —Ed.)

### CASTROL NOSTALGIA

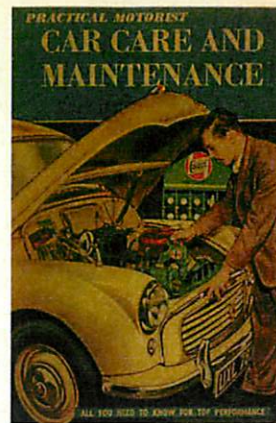
Recently, while perusing my latest Moss catalog, I was struck by the newly introduced "Castrol Oil Collectibles" and I was sure I had seen these oil cans before.

My family emigrated to Canada in Great Britain in 1963 and my father, being a bit of a collector, brought with him a very diverse assortment of "British Things"! My interest in British

cars prompted him to give me his collection of automotive books and leaflets which he had accumulated over the years. One such collectible was a booklet issued by the magazine, *Practical Motorist* which features the Castrol oil can and label on the cover!

I enclose a copy of the issue (shown at right) and while there is no date we can rest assured that it is pre-'63. Hope you enjoy reading it. It's interesting to note the green and orange colors have been reversed sometime over the past 35 years or so!

Thanks for your excellent service.  
—Les Hartridge, London,  
Ontario, Canada ■



**Our Catalogs!**

We offer a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech-tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call toll-free 800-235-6954, for your FREE Moss catalog. (At publication date, our current price list is effective from October 5, 1998 till further notice.) Choose from MG TC-TD-TF, MGA, MGB, Sprite-Midget, TR2-4A, TR250-6, TR7, Spitfire MkIV-1500, Austin-Healey 100-4, 100-6, 3000, Jaguar XK120-150 and Miata. Keep costs down, ask your sales advisor if you have the current edition of our catalog.



## Oh, The Joys of This Motoring Game, Ratty! (Continued from Page 15)

disc, and all cars, going right back to the motorized dogcarts of the veteran era, have to be certificated. There are certain age concessions to do with braking efficiency and lighting, but in general, it is quite a stiff test, and classic cars of the 1960s and '70s have to comply with much the same standard of roadworthiness as the newer vehicles, except in regards to exhaust emissions. The fee for the half-hour test which covers brakes, lights, steering, suspension, corrosion and much more besides, is around £30 (\$50).

Who undertakes the testing? In many European countries, an impartial government testing station is used, but in Britain, it is the ordinary motor dealers and repairers who are licensed to carry out the MOT test. Now should you think that this might on occasion lead them to be less than fair in the search for 'faults', that they can then charge you to "repair" then you'd be right! Unfortunately, corruption is an inbuilt element of the system. The general advice over here is that when you find a fair and reasonable MOT man—stick with him! Another

problem these days, is that your average MOT tester is younger than some of the classics he tests, and simply doesn't understand 'old-fashioned' motor engineering. They don't know that cam and peg steering never was, and never can be, as precise as rack and pinion units. So they 'fail' TR3s for having two inches of play at the steering wheel, which for those who know their early TRs is inherent. As for "fly-off" handbrakes, I've lost count of the number of times I've had to explain to young testers, "No it's not broken, it's meant to work like that!"

So, armed with your hard-won MOT certificate, an insurance certificate, the title documents (commonly called a 'log book' in Britain), plus £150 in cash if your car was made in 1973 or later, you can at last obtain your tax disc, and hit the road—if, of course, you can afford the gas! In my conversations with USA owners of classic cars who have never been to Europe, I've found that many simply don't believe me when I tell them the price of fuel over here! "How can you guys afford to go anywhere,"

they say, and indeed, we often ask that ourselves. No wonder so many Europeans now drive 60 mpg smg turbo diesels as everyday vehicles.

At the time of writing (December 1998) unleaded gas costs a minimum of £3 per gallon (that's nearly five dollars a gallon, even allowing for the fact that our British gallon is somewhat bigger than the US one!). Last summer, I bought unleaded regular gas in Arizona for 99 cents a gallon, just about one fifth of the price we pay and we have our own North Sea oil! Where does the money go? To those vultures in the government of course, who take around 85% of the pump price in taxes! Would you believe they're threatening to raise the price by another 20% to discourage us from using our cars so much! At least we can buy 98 octane leaded fuel for another year, but this disappears in the year 2000. Mind you, this costs some \$6 a gallon! Be thankful for what you have my American friends!

In a future issue I hope to deal with driving habits and regulations, and how they differ between the UK and the USA, also a few words on the British license plate system. ■

## The Nut Behind the Wheel (Continued from Page 29)

What keeps the corner brackets and screws from contacting the glass? The windscreen glazing itself. So it's very important that this glazing material fully extends into the corners of the glass to provide that bit of cushion needed to separate the glass from the hard stuff!

Next time we'll continue to talk about windscreen assembly and attaching your completed windscreen assembly to the car as well as some other important things so you won't experience the dreaded crack of doom from windscreen replacement. ■

## Some Litter Lore...

We've all seen litter scattered alongside our roadways. Do you know how long it will take to decompose to a non-recognizable form?

PAPER CONTAINERS	2-5 MONTHS
ORANGE PEELS	6 MONTHS
WOOL SOCKS	6-24 MONTHS
PLASTIC COATED CARTONS	5 YEARS
CIGARETTE FILTER BUTTS	10-12 YEARS
PLASTIC BAGS	10-20 YEARS
LEATHER SHOES	25-40 YEARS
PLASTIC CONTAINERS	50-80 YEARS
VIBRAM SOLES	50-80 YEARS
ALUMINUM	80-100 YEARS
STYROFOAM	NEVER!

## Please Don't Litter in '99!



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### SPECIAL NOTES ON ORDERING & THE FINE PRINT.

Some upholstery kit color combinations are made to order, rather than being available directly from stock. Please allow additional time for delivery. We recommend that items be ordered "Backorder Yes" so that you will receive the full benefit of this Upholstery Sale. Orders must be received in our Gilroy, California office by April 9, 1999 (not just postmarked by) 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 price in this sale section may not be used in conjunction with any other Moss special promotion.



# UPHOLSTERY

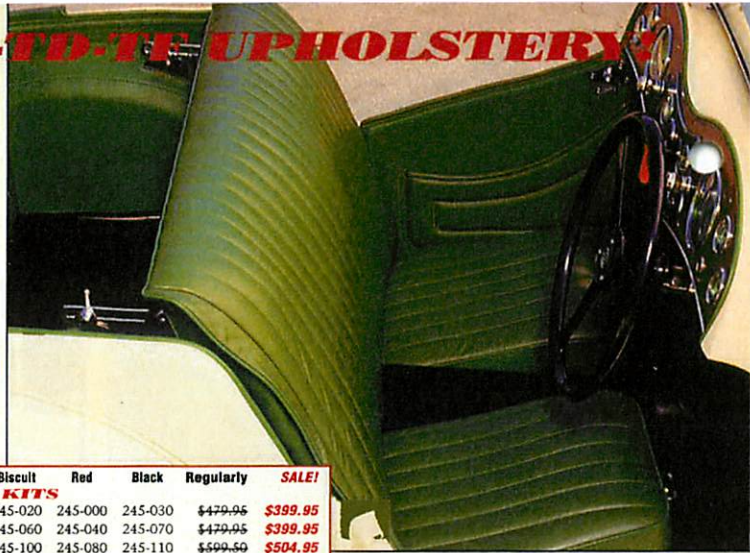


# MGTC-TD-TF UPHOLSTERY

All components are pre-cut and pre-sewn by our own upholstery shop with extraordinary results. The leather and vinyl materials have been carefully selected for texture and are production-dyed to recreate the original colors as closely as possible.

We are so confident of our interiors that we offer a full and unconditional guarantee. If our product does not meet with your standard of quality, return the complete uninstalled kit immediately for a full refund.

Note: Some Color Kits are made to order only. Please allow 4 to 8 weeks for delivery.



	Tan	Green	Biscuit	Red	Black	Regularly	SALE!
<b>LEATHER SEAT KITS</b>							
TC	245-480	245-010	245-020	245-000	245-030	\$479.95	<b>\$399.95</b>
TD	245-490	245-050	245-060	245-040	245-070	\$479.95	<b>\$399.95</b>
TF	245-500	245-090	245-100	245-080	245-110	\$599.50	<b>\$504.95</b>
<b>VINYL PANEL &amp; TRIM KIT</b>							
TC	245-570	245-370	245-380	245-360	245-390	\$284.95	<b>\$299.95</b>
TD	245-580	245-410	245-420	245-400	245-430	\$284.95	<b>\$299.95</b>
TF	245-590	245-450	245-460	245-440	245-470	\$389.95	<b>\$299.95</b>
<b>LEATHER PANEL &amp; TRIM KIT</b>							
TC	245-540	245-250	245-260	245-240	-	\$644.95	<b>\$529.95</b>
TD	245-550	245-290	245-300	245-280	245-310	\$644.95	<b>\$529.95</b>
TF	245-560	245-330	245-340	245-320	245-350	\$649.95	<b>\$529.95</b>
<b>COMPLETE INTERIOR KITS</b>							
Includes Leather Seat Kit and Vinyl Panel Kit as originally fitted.							
TC	245-868	245-518	245-528	245-508	245-538	\$819.00	<b>\$699.90</b>
TD	245-878	245-558	245-568	245-548	245-578	\$819.00	<b>\$699.90</b>
TF	245-888	245-598	245-608	245-588	245-618	\$955.00	<b>\$804.90</b>

## TC-TD COMPLETE LEATHER SEAT ASSEMBLIES

Complete, ready to bolt in, brand new seat assemblies upholstered here in Goleta, California, around U.K.-produced seat frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your deteriorated seats, and our sale price is most attractive, indeed!



Upholstered to order, please allow 4 to 8 weeks for delivery; we guarantee the wait will be worth it!

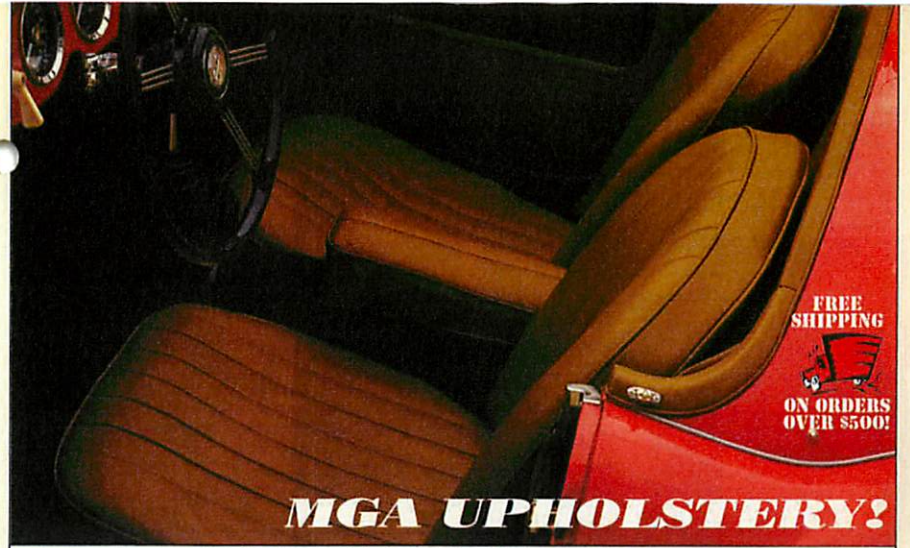
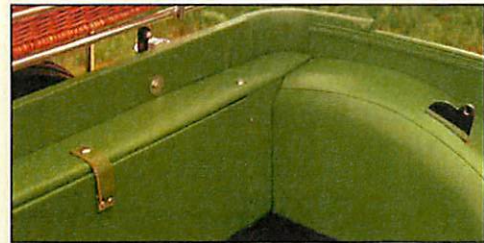
	Tan	Green	Biscuit	Red	Black
<b>TC COMPLETE LEATHER SEAT ASSEMBLY</b>					
	245-488	245-018	245-028	245-008	245-038
<b>TD COMPLETE LEATHER SEAT ASSEMBLY</b>					
	245-498	245-058	245-068	245-048	245-078

## TC-TD-TF CARPETS

This fine English carpeting is woven exclusively for Moss Motors, Ltd. Our carpet sets are made to exacting specifications. They are bound only where original and include felt padding where originally fitted. Each set includes snaps and rubber heel mats. Black only.

TC Carpet Set	454-448	Reg. \$214.95	Sale \$179.95
TD Carpet Set (Fits LHD to (c)4236.)	454-458	Reg. \$279.95	Sale \$239.95
TD & TF Carpet Set (Fits LHD from (c)4237.)	454-478	Reg. \$284.95	Sale \$239.95
TD & TF Carpet Set (Fits RHD flat floor.)	454-468	Reg. \$289.95	Sale \$239.95

**Note:** Some kits are made to order only. Please allow 4 to 8 weeks for delivery.



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ON ORDERS OVER \$500!

# MGA UPHOLSTERY!

	Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Reg.	SALE!
<b>MGA ROADSTER UPHOLSTERY KITS</b>										
Leather Seat Kit	246-030	246-020	246-040	246-010	246-050	246-060	246-065	246-055	\$479.95	<b>\$409.95</b>
Vinyl Seat Kit	246-150	246-140	246-160	246-130	246-170	246-180	-	246-180	\$282.95	<b>\$234.95</b>
Deluxe Vinyl Panel Kit	246-330	246-320	246-340	246-310	246-350	246-360	246-365	246-355	\$289.95	<b>\$229.95</b>
Basic Vinyl Panel Kit	246-270	246-260	246-280	246-250	246-290	246-300	-	246-300	\$199.95	<b>\$164.95</b>
Leather Seat & Vinyl Panel Kit	246-028	246-018	246-038	-	246-048	246-058	246-068	246-078	\$229.00	<b>\$639.90</b>
<b>MGA COUPE UPHOLSTERY KITS</b>										
Leather Seat Kit	246-090	246-080	246-100	246-070	246-110	246-120	246-125	246-115	\$489.95	<b>\$409.95</b>
Vinyl Seat Kit	246-210	246-200	246-220	246-190	246-230	246-240	-	-	\$282.95	<b>\$234.95</b>
Deluxe Vinyl Panel Kit	246-390	246-380	246-400	246-370	246-410	246-420	246-425	-	\$329.95	<b>\$269.95</b>

## SIDE CURTAIN STOWAGE BAGS

Completely pre-cut and sewn. Ready to install. Regularly \$149.95. **SALE!**

1500 & 1600 to (c)78249	243-280	243-300	243-290	\$124.95
1600 from (c)78250 & MkII	243-285	243-305	243-295	\$129.95



## ROADSTER COMPLETE LEATHER SEAT SETS

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

Black with White Piping	246-118	Black with Red Piping	246-128	Black with Blue Piping	246-148	Black with Black Piping	246-138
Red with Red Piping	246-158	Tan with Tan Piping	246-168	Grey with Grey Piping	246-178	Blue with Blue Piping	246-188



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<b>A. MAIN CARPET KITS</b> Reg. \$219.95 <b>SALE \$194.95</b>			
BLACK 242-705	RED 242-715	GREY 242-725	
<b>B. REAR CARPET KITS</b>			
ROADSTER	Reg. \$72.50	<b>SALE \$59.95</b>	
BLACK 242-835	RED 242-845	GREY 242-905	
<b>COUPE</b> Reg. \$79.95 <b>SALE \$67.95</b>			
BLACK 242-975	GREY 242-915		
<b>C. TRUNK CARPET KITS</b> Reg. \$99.95 <b>SALE \$84.95</b>			
BLACK 242-815	RED 242-825	GREY 242-925	
<b>D. SPARE TIRE COVERS</b>			
All Roadster & 1500 COUPE	Reg. \$104.95	<b>SALE \$89.95</b>	
BLACK 242-465	RED 242-475	GREY 242-935	
<b>1600 &amp; MkII COUPE</b> Reg. \$64.95 <b>SALE \$55.95</b>			
BLACK 246-435	GREY 242-945		



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## '63-'69 MGB UPHOLSTERY

Our exact reproduction upholstery kits are all painstakingly produced in our own upholstery manufacturing plant. All materials are exact duplicates of the original, right down to the grain pattern and thickness. All leather is tanned and vat-dyed to our specifications to ensure originality and long wearing durability. Trim panel kits include door panels, front and rear quarter panels, rear bulkhead panel for the roadsters, and rear deck insert panels for the GTs. We include sufficient vinyl to cover roadster cockpit rails, door top rails, and 1963-'67 dash top rail, and door window brush seals. In addition to the original interior color schemes, we offer several other combinations of trim and piping. The most popular of these are usually available from stock, while the others (marked with an asterisk) are made to order only. Delivery on special orders takes about 4-6 weeks. We firmly believe that a Moss Motors Interior Kit offers you the finest value for the money that you can find! If you are not 100% satisfied with the quality and design of your kit, you may return the complete uninstalled kit to us for full refund.

**FREE SHIPPING**



**ON ORDERS OVER \$500!**



	Black with Black Piping	Black with Red Piping	Black with White Piping	Black with Blue Piping	Red with Black Piping	Red with White Piping	Red with Red Piping	Top with Tan Piping	Reg.	SALE!
<b>1963 - '69 LEATHER FRONT SEAT KITS</b>										
1963-'68 <sup>1</sup>	641-170	641-180	641-190	641-200	641-210	641-220	641-230	641-235	\$479.95	\$399.95
1969 <sup>2</sup>	641-310	641-320	641-330	641-340	641-350	-	641-370	641-375	\$479.95	\$499.95
<b>1963 - '69 VINYL FRONT SEAT KITS</b>										
1963-'68 <sup>1</sup>	641-100	641-110	641-120	641-130	641-140	641-150	-	-	\$292.50	\$204.95
1969 <sup>2</sup>	641-240	641-250	-	-	-	-	-	-	\$298.50	\$259.95
<b>1966 - '69 GT LEATHER REAR SEAT KITS</b>										
1969 <sup>3</sup>	641-450	-	-	-	-	-	-	-	\$395.95	\$339.95
<b>1966 - '69 GT VINYL REAR SEAT KITS</b>										
1966-'68 <sup>1</sup>	643-140	643-150	643-160	-	-	-	-	-	\$399.95	\$209.95
<b>1963 - '69 VINYL PANEL KITS</b>										
1963-'65 <sup>4</sup>	643-280	643-290	643-300	643-310	643-320	643-330	-	643-345	\$259.95	\$224.95
1966-'67 <sup>5</sup>	643-350	643-360	643-370	643-380	643-390	643-400	-	643-415	\$259.95	\$224.95
1968-'69 <sup>6</sup>	643-490	643-500*	643-510*	643-520	643-530*	-	-	643-555	\$259.95	\$224.95
1966-'67 <sup>7</sup>	643-420	643-430	643-440	643-450	643-460	-	-	643-485	\$259.95	\$224.95
1968-'69 <sup>8</sup>	643-560	643-570*	-	-	-	-	-	643-595	\$259.95	\$224.95

<sup>1</sup>RD to (c)158370 and GT to (c)158230  
<sup>2</sup>RD from (c)158371 to 187210  
 & GT from (c)158231 to 187840  
<sup>3</sup>GT to (c)158230

<sup>4</sup>GT from (c)158231 to 187840  
<sup>5</sup>RD to (b)57985  
 & GT from (b)57986 to (c)138400  
 \*Color/s not originally fitted

<sup>6</sup>RD from (c)138401 to 187210  
<sup>7</sup>GT to (c)139471  
<sup>8</sup>GT from (c)139472 to 187840



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

### COMPLETE '63-'68 LEATHER SEATS

A great option for those needing both seats and upholstery. Complete, ready to bolt in, brand new seat assemblies, upholstered here in Goleta, California, around U.K.-produced seat frames, using Moss leather upholstery kits. Our regular price compares very favorably with having a local specialist try to properly rebuild your body deteriorated seats. Our sale price on these assemblies is most attractive, indeed! Made to order, please allow 4-8 weeks for delivery; we guarantee that the wait will be more than worth it!

Black with Black Piping 641-178  
 Black with Red Piping 641-188  
 Black with White Piping 641-198  
 Red with Black Piping 641-218  
 Red with White Piping 641-228



## '70-'80 MGB UPHOLSTERY



**1-888-678-8764 TOLL-FREE USA & CANADA**

805-681-3100 Overseas • 805-692-2525 Tex. • [www.mossmotors.com](http://www.mossmotors.com)

### ORIGINAL BL-STYLE INTERIOR KITS

Manufactured in England, these kits duplicate the original vinyls and dielectrically welded seams. Where appropriate, the "chrome" mylar accent strips are used on the door panels and we supply the correct fabric inserts in the late GT seat kits.

Moss BL-style seat and panel kits are complete and quite straightforward to install. The panel kits include sufficient vinyl to cover roadster cockpit and door top rails, new front and rear quarter panels, rear bulkhead panels for roadster, rear deck insert panels for GTs, and new door window brush seals.

	Black	Navy	Ochre	Autumn Leaf	Champagne	Reg.	SALE
<b>1970-'80 ROADSTER &amp; GT VINYL SEAT KITS</b>							
'70 - '72 Front <sup>1,2</sup>	641-520	641-530	-	641-550	-	\$292.75	\$249.95
'73 - '76 Front <sup>3,4</sup>	641-560	641-570	641-580	641-590	-	\$299.95	\$259.95
'77 - '80 Front <sup>5</sup>	641-600	-	641-620	641-630	641-525	\$280.00	\$249.95
'70 - '76 GT Rear <sup>2</sup>	641-640	-	-	641-670	-	\$319.95	\$169.95
<b>1973-'76 GT FABRIC SEAT KITS</b>							
'73-'76 GT Front <sup>4</sup>	641-680	-	-	641-685	-	\$292.75	\$244.95
'73-'76 GT Rear <sup>4</sup>	641-690	-	-	641-695	-	\$199.95	\$169.95
<b>1970-'80 PANEL KITS</b>							
1970 Roadster	643-635	-	-	-	-	\$194.95	\$179.95
1970 GT	643-645	-	-	-	-	\$194.95	\$179.95
1971 - '76 Roadster <sup>7</sup>	643-630	643-640	643-650	643-660	-	\$204.95	\$179.95
1971 - '76 GT Vinyl <sup>6</sup>	643-710	-	-	643-740	-	\$199.95	\$179.95
1977 - '80 Roadster <sup>5</sup>	643-670	-	-	643-700	643-705	\$204.95	\$179.95
<b>1970-'80 HEADRESTS (COMPLETE- READY TO INSTALL!)</b>							
970 - '72 Vinyl	649-100	-	-	649-130	-	\$49.95	\$44.95
973 - '76 Vinyl	649-140	649-150	-	649-170	-	\$49.95	\$44.95
1977 - '80 Vinyl	641-605	-	-	641-635	641-535	\$54.95	\$46.95

<sup>1</sup>RD from (c)187211 to 234250  
<sup>2</sup>GT from (c)187841 to 236500  
<sup>3</sup>RD from (c)297251 to 410000  
<sup>4</sup>GT from (c)296001 on

<sup>5</sup>RD from (c)410001 on  
<sup>6</sup>GT from (c)187841 on  
<sup>7</sup>RD from (c)187211 to 410000







## '70-'80 MGB CUSTOM DELUXE UPHOLSTERY!

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

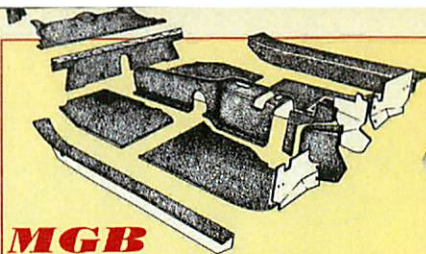
	Black with Black Piping	Black with Red Piping	White Piping	Red with Red Piping	Tan with Tan Piping
1970-'72 3 Leather Front Seat Kit	Reg. \$644.95	Reg. \$644.95	Reg. \$644.95	Reg. \$644.95	Reg. \$644.95
641-700	641-705	641-710	641-715	641-720	
1973-'76 2 Leather Front Seat Kit	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95
641-725	641-730	641-735	641-740	641-745	
1977-'80 3 Leather Front Seat Kit	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95	Reg. \$679.95
641-750	641-755	641-760	641-765	641-770	
1970-'80 4 LeatherGT Rear Seat Kit	Reg. \$354.95	Reg. \$354.95	Reg. \$354.95	Reg. \$354.95	Reg. \$354.95
641-850	641-855	-	-	641-870	
1970-'80 3 Vinyl Panel Kit	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95
643-750	643-760	643-770	641-780	643-790	
1970-'76 4 Vinyl Panel Kit	Reg. \$399.95	Reg. \$399.95	Reg. \$399.95	Reg. \$399.95	Reg. \$399.95
643-800	-	643-840	-	-	

\*Fits Roadster from (c)187211 to 294250; GT from (c)187841 to 296000.  
 \*Fits Roadster from (c)294251 to 410000 and GT from (c)296001 on.  
 \*Fits Roadster from (c)410001 on.  
 \*Fits GT from (c)187841 on. \*Fits Roadster from (c)187211 on.

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

**1-888-678-8764**  
TOLL-FREE USA AND CANADA

**MOSS**  
 805-681-3400 OVERSEAS  
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## MGB CARPETS

Carefully cut for ease of installation, all our MGB carpeting is supplied of fine quality cut-pile automotive carpet, similar to the factory original. All carpet sections are finished exactly as original, incorporating heavy felt padding and hardboard panel backing where originally fitted. These sets include rubber heel mats and all necessary snaps and studs. Our MGB Carpet Sets will completely carpet your MGB roadster, or the passenger compartment of your MGB GT. These carpet sets include everything contained in the original style carpet, plus carpeting replacements for the rubber floor mats, side sill covers and transmission tunnel side piece that was originally fitted through 1976.

Our MGB GT Rear Carpet Set, along with our standard Carpet Set, will completely carpet your MGB GT. In addition to these sets, we also offer roadster owners a custom-fitted trunk carpet kit. The trunk kit includes a tailored spare tire cover. Moss Motors carpet sets are carefully patterned, offering outstanding value. We encourage you to carefully compare both quality and value to any other carpet sets on the market.

### DELUXE CARPET SETS

	BLACK	RED	BROWN	
'63-'67 Roadster/GT Carpet Set	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	SALE \$299.95
242-770	242-780	244-385		
'68-'69 Roadster/GT Carpet Set	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	SALE \$299.95
244-320	244-330	244-340		

### ORIGINAL STYLE CARPET SETS

	BLACK	RED	BROWN	
'63-'67 Roadster/GT Carpet Set	Reg. \$269.95	Reg. \$269.95	Reg. \$269.95	SALE \$224.95
244-300				
'68-'69 Roadster/GT Carpet Set	Reg. \$269.95	Reg. \$269.95	Reg. \$269.95	SALE \$214.95
244-350	244-360	244-370		
'77-'80 Roadster/GT Carpet Set	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	SALE \$299.95
244-320	244-330	244-340		
GT Rear Carpet Set	Reg. \$204.95	Reg. \$204.95	Reg. \$204.95	SALE \$179.95
242-750	-	244-380		

### TRUNK CARPET SETS

	BLACK	RED	BROWN	
242-850	242-855	242-875		

### SPARE TIRE COVERS

	BLACK	RED	BROWN	
242-860	-	-	-	

### QUALITY-BUDGET MGB CARPET SETS

The major difference between these sets and our OE style sets besides the price - is that the transmission tunnel piece is supplied flat instead of molded. Features include a very dense synthetic cut pile material, fully bound edges, heavy felt pads & sewn-in heel pad. Includes snaps.

	BLACK	AUTUMN LEAF	
1963-'67 Budget Carpet Set	Reg. \$149.95	Reg. \$149.95	SALE \$129.95
242-765			
1968-'69 Budget Carpet Set	Reg. \$149.95	Reg. \$149.95	SALE \$129.95
244-315	244-375		
1967-'69 GT Rear Set	Reg. \$84.95	Reg. \$84.95	SALE \$69.95
242-735	244-405		

## SPRIDGET UPHOLSTERY!

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

### VINYL SEAT KITS

	BLACK WITH WHITE PIPING	RED WITH WHITE PIPING	BLUE WITH BLUE PIPING	
Bugeye Sprite and 948 Sprite MkII to HAN7-24731	Reg. \$262.95	Reg. \$262.95	Reg. \$262.95	SALE \$219.95
640-770	640-780	640-790		
948 Midget MkI to GANI-16183	Reg. \$254.95	Reg. \$254.95	Reg. \$254.95	SALE \$219.95
640-895	-	640-915		
1098 Sprite MkIII & 1275 MkIV from HAN8-55501 to HAN9-77590	Reg. \$254.95	Reg. \$254.95	Reg. \$254.95	SALE \$219.95
1275 Midget MkIII to GANA-66225	Reg. \$254.95	Reg. \$254.95	Reg. \$254.95	SALE \$219.95
640-910	-	-		
1275 Sprite MkIV (fixed back) from HAN9-77591 to HAN9-85296	Reg. \$254.95	Reg. \$254.95	Reg. \$254.95	SALE \$219.95
640-945	-	-		
1275 Midget MkIII (reclining back) from GANA-66226 to -74885	Reg. \$254.95	Reg. \$254.95	Reg. \$254.95	SALE \$219.95
640-950	-	-		
1275 Sprite MkIV from HAN10-85287 on	Reg. \$259.95	Reg. \$259.95	Reg. \$259.95	SALE \$219.95
1275 Midget MkIII & Midget 1500 from GAN5-74888 thru 1500	Reg. \$259.95	Reg. \$259.95	Reg. \$259.95	SALE \$219.95
640-960	640-980	-		

### VINYL PANEL KITS

	BLACK	RED	BLUE	
Bugeye Sprite	Reg. \$210.95	Reg. \$210.95	Reg. \$210.95	SALE \$184.95
645-500	645-510	645-520		
948 Sprite MkII and 948 Midget MkI	Reg. \$249.95	Reg. \$249.95	Reg. \$249.95	SALE \$219.95
645-540	645-550	645-560		
Early 1098 Sprite HAN7 and Midget GAN2	Reg. \$229.95	Reg. \$229.95	Reg. \$229.95	SALE \$239.95
645-620	-	-		
Late 1098 Sprite HAN8 and Midget GAN3	Reg. \$279.95	Reg. \$279.95	Reg. \$279.95	SALE \$239.95
645-570	645-580	645-585		

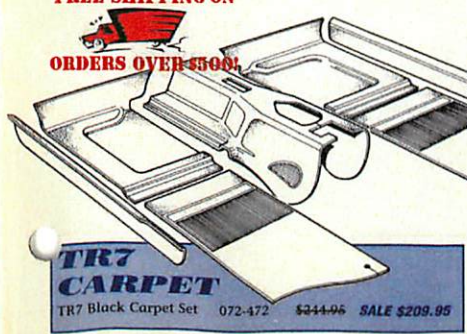
	BLACK WITH BLACK PIPING	BLACK WITH WHITE PIPING	
1275 Sprite and Midget (fitted to cars with one-piece rear bumper)	Reg. \$279.95	Reg. \$279.95	SALE \$239.95
645-660	645-670		
1275 & 1500 Sprite and Midget (split rear- and rubber-bumper cars)	Reg. \$214.95	Reg. \$214.95	SALE \$179.95
645-700	645-720		

### HEADRESTS

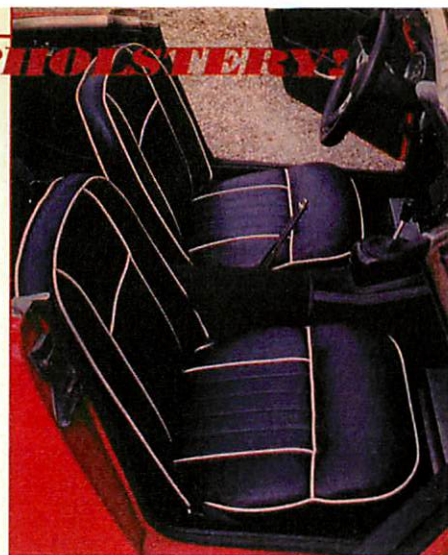
	BLACK	AUTUMN LEAF	
1970 thru 3/'77 Eared-Type (perforated vinyl, single rail)	Reg. \$49.95	Reg. \$49.95	SALE \$39.95
649-100	649-130		

### FREE SHIPPING ON

ORDERS OVER \$500!



**TR7 CARPET**  
 TR7 Black Carpet Set 072-472 \$244.95 SALE \$209.95



### CARPET SETS

	BLACK	RED	BLUE	
1098 (fits 948s & Bugeyes, too)	Reg. \$209.95	Reg. \$209.95	Reg. \$209.95	SALE \$184.95
242-530	242-540	242-550		
1275 thru 1969	Reg. \$153.95	Reg. \$153.95	Reg. \$153.95	SALE \$134.95
242-535	-	-		
1275 from 1970 & 1500	Reg. \$209.95	Reg. \$209.95	Reg. \$209.95	SALE \$174.95
242-560	-	242-580		

## SPITFIRE MkIV & 1500 UPHOLSTERY

	Reg.	SALE!
Moulded Black Carpet Set	Reg. \$268.55	SALE \$209.95
644-300		
Economy Black Carpet Set	Reg. \$169.95	SALE \$139.95
644-310		
'73-'76 Black Seat Cover Kit	Reg. \$264.95	SALE \$229.95
644-330		
'77-'80 Black Houndstooth Seat Kit	Reg. \$264.95	SALE \$229.95
644-350		
'77-'80 Black Headrest Cover	Reg. \$36.25	SALE \$29.95
644-360		
'73-'80 Seat Back Cushion	Reg. \$57.95	SALE \$49.95
644-370		
'73-'80 Left Seat Bottom Cushion	Reg. \$57.95	SALE \$51.95
644-380		
'73-'80 Right Seat Bottom Cushion	Reg. \$57.95	SALE \$51.95
644-390		
'71-'72 Black Door Panel Set (pair)	Reg. \$92.95	SALE \$79.95
644-400		
'73-'80 Black Door Panel Set (pair)	Reg. \$92.95	SALE \$79.95
644-410		
Door Waist Rail Cover (left hand)	644-430	\$26.95 \$19.95
Door Waist Rail Cover (right hand)	644-440	\$26.95 \$19.95
'73-'80 Rear Quarter Trim Kit (pair)	644-460	\$402.20 \$89.95
'73-'80 Rear Cockpit Board	644-480	\$70.00 \$67.95
'73-'80 Tunnel Front Cover	644-490	\$32.25 \$28.95
'75-'80 Armrest	644-520	\$409.85 \$95.75
'75-'80 Armrest (Cover material only)	644-530	\$64.65 \$54.95
Left Hand Glovebox	644-540	\$26.20 \$18.95
Right Hand Glovebox	644-550	\$26.20 \$18.95





# TRIUMPH UPHOLSTERY

To help you restore the interior of your Triumph to original quality, design and workmanship, we manufacture every item with only the finest materials. Our leather is tanned and dyed to the highest standards to insure durability. We're so pleased with the quality of our upholstery that we guarantee 100% satisfaction or your money back upon return of the complete undamaged kit.

Kit	Black with White piping	Red with White piping	Red with Tan piping	Grey with Tan piping	Regularity	SALE!
<b>TR2-TR3A LEATHER FRONT SEAT KITS</b>						
TR2 & TR3 <sup>1</sup>	642-135	642-140	-	-	\$444.95	\$469.95
TR3A <sup>2</sup>	642-165	642-320	-	-	\$444.95	\$389.95
TR4 <sup>3</sup>	642-435	642-470	-	-	\$444.95	\$389.95
TR3A	642-255	642-310	-	-	\$444.95	\$389.95
<b>TR2-TR3A VINYL FRONT SEAT KITS</b>						
TR2 & TR3 <sup>1</sup>	642-020	642-030	642-210	642-575	\$384.95	\$239.95
TR3A <sup>2</sup>	642-065	642-220	642-585	642-045	\$384.95	\$239.95
TR4 <sup>3</sup>	642-265	642-075	642-075	642-075	\$384.95	\$239.95
TR3A	642-425	642-435	642-440	642-435	\$384.95	\$239.95
TR4	642-085	642-095	642-240	-	\$384.95	\$239.95
<b>TR2-TR3A LEATHER REAR SEAT KITS</b>						
TR3 <sup>1</sup>	642-950	642-960	642-635	-	\$329.95	\$309.95
TR3A <sup>2</sup>	642-535	642-545	642-530	-	\$329.95	\$279.95
TR3A & TR3B <sup>3</sup>	642-215	642-235	642-245	-	\$329.95	\$279.95
TR4	642-355	642-365	642-390	-	\$329.95	\$279.95
<b>TR2-TR3A VINYL REAR SEAT KITS</b>						
TR3 <sup>1</sup>	642-925	-	642-705	-	\$274.95	\$274.95
TR3A <sup>2</sup>	642-480	-	642-215	-	\$199.95	\$199.95
TR3A & TR3B <sup>3</sup>	642-105	-	642-725	-	\$199.95	\$199.95
TR4	-	642-115	642-400	-	\$199.95	\$199.95
<b>TR2-TR3A PANEL KITS</b>						
TR2 & TR3 <sup>1</sup>	645-000	645-010	645-100	645-105	\$449.95	\$289.50
TR3A <sup>2</sup>	645-025	-	645-110	645-115	\$449.95	\$289.95
TR3A & TR3B <sup>3</sup>	645-045	-	645-055	645-120	\$449.95	\$319.95
TR4	645-065	-	645-075	645-130	\$449.95	\$319.95
TR3A	645-085	-	645-140	-	\$449.95	\$319.95

Kit	Black	Shower Blue	Light Tan	New Tan	Chestnut	Mariner Red	Regularity	SALE!
<b>TR250 and TR6 VINYL SEAT COVERS</b>								
TR250	642-560	642-555	-	-	-	642-755	\$244.95	\$299.95
TR6	642-570	-	642-590	-	-	642-765	\$244.95	\$279.95
TR6 70-72 <sup>10</sup>	642-600	-	642-620	-	-	642-775	\$244.95	\$279.95
TR6 73-76 <sup>11</sup>	642-640	642-630	642-660	642-670	-	-	\$449.95	\$289.95
<b>TR250 and TR6 PANEL KITS</b>								
TR250	645-410	645-410	645-430	-	-	-	\$449.95	\$234.95
TR6 69 <sup>12</sup>	645-440	645-450	645-460	-	-	-	\$449.95	\$234.95
TR6 70-72 <sup>14</sup>	643-385	643-315	645-325	645-325	645-295	-	\$449.95	\$239.95
TR6 73 <sup>15</sup>	643-350	643-315	645-350	645-360	645-360	-	\$449.95	\$239.95
TR6 74-76 <sup>16</sup>	643-380	643-380	645-390	645-400	-	-	\$449.95	\$234.95



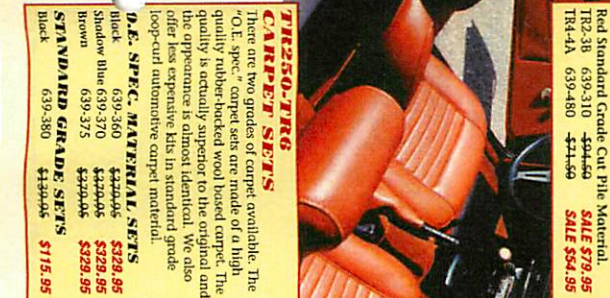
**Notes:** Some color & piping combinations are made to order only. Please allow 4 to 8 weeks for delivery.

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www.mossmotors.com

## TR2-TR3A CARPET KITS

These Moss-made carpet kits include the correct rubber heelmat, all necessary trunk and snags, and bound edges where original. Our "superior" grade short cut pile carpet is beautiful, synthetic manufactured in England exclusively for us. Our loop carpet is quite similar to the original fitted to many Triumphs.

Kit	Black	Red
<b>TR4 SUPERIOR CUT PILE</b>		
TR4 <sup>1</sup>	639-445	639-445
<b>TR2-TR3A STANDARD CUT PILE</b>		
TR2-3A to 1560000	639-040	639-050
TR3A from 1560001-38	639-060	639-070
<b>TR4 STANDARD CUT PILE</b>		
TR4 <sup>1</sup>	639-005	639-015
<b>TR4A STANDARD CUT PILE</b>		
TR4A <sup>1</sup>	639-085	639-095
<b>TR2-TR3A LOOP CURL CARPET</b>		
TR2-3A to 1560000	639-045	639-200
TR3A from 1560001-38	639-045	639-205
TR4	639-025	639-210
TR4A	639-080	639-215
<b>TR3A CARPET KITS</b>		
Black Standard Grade Cut Pile Material	639-300	639-310
TR3-3B	639-300	639-310
TR4-4A	639-470	639-480
Red Standard Grade Cut Pile Material	639-310	639-320
TR3-3B	639-310	639-320
TR4-4A	639-480	639-490



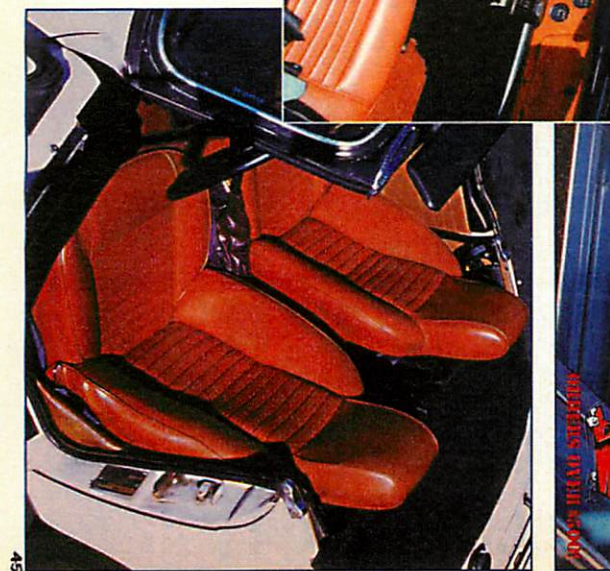
**TR250-TR6 CARPET SETS**  
There are two grades of carpet available. The 4/O.L. spec. Carpet sets are made of a high quality rubber-backed wool based carpet. The quality is actually superior to the original and the appearance is almost identical. We also offer less expensive kits in standard grade loop-tuft automotive carpet material.

**D.E. SPEC. MATERIAL SETS**

Black	639-360	\$229.95	\$329.95
Shower Blue	639-370	\$229.95	\$329.95
Brown	639-375	\$229.95	\$329.95

**STANDARD GRADE SETS**

Black	639-380	\$199.95	\$119.95
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# AUSTIN-HEALEY UPHOLSTERY

In order to restore the interior of your Austin-Healey to its original quality, design and workmanship, we manufacture early Healey upholstery kits in our own Upholstery Shop with an eye on quality control every step of the way. We use only the finest materials in our kits; our leather is tanned and vat-dyed to the highest standards to insure durability. Our vinyls have been selected for their color & grain style.

Our BJ8 seat kits are manufactured in England from genuine, factory original materials, including original chrome herringbone piping. We're so confident of the quality of our upholstery items that we guarantee your 100% satisfaction or your money back upon return of the un-installed kit.

You Don't need to be an upholsterer to install a Moss kit, either! The seat covers easily replace the old ones with no sewing needed. One easy weekend is all the time you will probably need to complete the task.



## LEATHER KITS

	Black With Black Piping	Black With White Piping	Black With Red Piping	Red With Red Piping	Red With White Piping	Blue With Blue Piping	Blue With White Piping	Tan With Tan Piping	Regularly	SALE!
100-4 Seat Kit	246-670	246-680	246-690	246-700	246-710	246-720	246-725	246-730	\$599.00	\$499.95
100-6 thru 3000 BJ7 Seat Kit	246-815	246-825	246-835	246-845	246-855	246-865	246-866	246-875	\$599.00	\$504.95
100-6 BN4 Rear Seat Kit <sup>1</sup>	246-950	246-960	246-970	246-980	246-990	247-000	247-006	247-010	\$334.00	\$284.95
100-6 BN4-3000 BT7 Rear Kit <sup>2</sup>	246-955	246-965	246-975	246-985	246-995	247-005	246-007	247-015	\$334.00	\$284.95
3000 BJ7 Rear Seat Kit	247-090	247-100	247-110	247-120	247-130	247-145	-	247-145	\$224.00	\$279.95
100 BN1	247-235	247-245	247-255	247-265	247-275	247-285	247-287	247-295	\$72.00	\$61.95
100 BN2 and 100-6 Armrest	247-230	247-250	247-260	247-270	247-280	247-286	247-286	247-290	\$90.00	\$85.95
3000 BJ7 Armrest	247-370	247-380	247-390	-	-	247-425	-	-	\$84.00	\$69.95

## VINYL SEAT KITS

	Black With Black Piping	Black With White Piping	Black With Red Piping	Red With Red Piping	Red With White Piping	Blue With Blue Piping	Blue With White Piping	Tan With Tan Piping	Regularly	SALE!
100-4 Seat Kit	246-600	246-610	246-620	246-630	246-640	246-650	246-655	246-660	\$289.00	\$244.95
100-6 thru 3000 BJ7 Seat Kit	246-740	246-750	246-760	246-770	246-780	246-790	246-795	246-800	\$399.00	\$249.95
100-6 BN4 Rear Seat Kit <sup>1</sup>	246-880	246-890	246-900	246-910	246-920	246-930	246-936	246-940	\$174.00	\$149.95
100-6 BN4-3000 BT7 Rear Kit <sup>2</sup>	246-885	246-895	246-905	246-915	246-925	246-935	246-937	246-945	\$174.00	\$139.95
3000 BJ7 Rear Seat Kit	247-020	247-030	247-040	247-050	-	247-070	247-075	-	\$174.00	\$144.95
100 BN1 Armrest	247-165	247-175	247-185	247-195	247-205	247-215	247-217	247-225	\$69.00	\$49.95
100 BN2 and 100-6 Armrest	247-160	247-170	247-180	247-190	247-200	247-210	247-216	247-220	\$89.00	\$74.95
3000 BJ7 Armrest	247-300	247-310	247-320	247-330	247-340	247-350	247-355	247-360	\$64.00	\$54.95

## 3000 BJ8 SEAT KITS

	Black With Chrome Piping	Red With Chrome Piping	Blue With Chrome Piping	Tan With Tan Piping	Regularly	SALE!
BJ8 Leather Front Seat Kit	247-510	247-530	247-550	247-570	\$729.00	\$699.95
BJ8 Leather Rear Seat Kit	247-650	247-670	247-690	247-710	\$599.00	\$529.95
BJ8 Leather Fixed Armrest <sup>3</sup>	247-840	247-850	247-860	247-870	\$444.00	\$394.95
BJ8 Vinyl Front Seat Kit	247-450	247-470	247-490	247-500	\$404.00	\$424.95
BJ8 Vinyl Rear Seat Kit	247-590	247-610	247-630	247-640	\$410.00	\$359.95
BJ8 Vinyl Fixed Armrest <sup>3</sup>	247-800	247-810	247-820	247-830	\$62.00	\$52.95

<sup>1</sup> Fits all thru BN4 68959 <sup>2</sup> Fits BN4 from 68960 thru 3000 BT7

<sup>3</sup> Armrests have same color piping as original, not chrome.

## 3000 BJ8 DOOR TOP RAILS

	Left Hand	Right Hand	Regularly	SALE!
Black Vinyl- As Original	858-160	858-150	\$75.95	\$62.95 ea.

**FREE SHIPPING ON ORDERS OVER \$300**

## PANEL KITS

	Black	Red	Blue	Tan	Regularly	SALE!
3000 BJ8 to (c)26704	248-040	248-050	248-060	248-070	\$644.00	\$489.95
3000 BJ8 from (c)26705	248-080	248-090	248-700	248-710	\$644.00	\$489.95

<sup>1</sup> Fits all thru BN4 68959 <sup>2</sup> Fits BN4 from 68960 thru 3000 BT7

## CARPET KITS

	Black	Red	Blue	Regularly	SALE!
3000 BT7/ 3000 BJ7 Center Shift	248-870	248-880	248-890	\$244.00	\$299.95
3000 BJ8 to (c)26704	248-870	248-880	248-890	\$244.00	\$299.95
3000 BJ8 from (c)26705	248-900	248-910	248-920	\$244.00	\$299.95

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

# SEAT FOAMS CUSHIONS, ETC.!



	Reg.	SALE
TRIUMPH TR2-TR3 Seat Padding Set 643-918	\$97.00	\$82.95
TR3A-TR4 (early) Padding Set 643-938	\$124.00	\$104.95
TR4 (late) Seat Foam Set 643-948	\$182.00	\$154.95
TR4A Seat Foam Set 643-958	\$289.00	\$199.95
TR250 Seat Foam Set 643-968	\$189.00	\$129.95
TR6 '69 Seat Foam Set 643-978	\$330.00	\$215.95
TR6 '70 to '72 Seat Foam Set 643-988	\$240.00	\$219.95
TR6 '73-'76 Seat Foam Set 643-998	\$172.00	\$144.95

	Reg.	SALE
TC-TD-TF TC Cushion Assembly 456-590	\$626.00	\$429.95
TD Cushion Assembly 456-595	\$640.00	\$429.95
TC-TD Seat Foam Cushion Set 640-348	\$66.00	\$49.95
TC-TD Horse Hair Seatback Pad 640-360	\$33.00	\$17.95
TF Frame Back Spring Assembly 456-645	\$48.00	\$42.95
TF Wood Base & Foam Left 456-625	\$141.00	\$94.95
Right 641-935	\$141.00	\$94.95

	Reg.	SALE
MGA Seat Bottom Cushions Left 641-925	\$60.00	\$39.95
Right 641-935	\$60.00	\$39.95

## SPRITE-MIDGET

'58-'65 Metal Seat Base 640-570	\$100.00	\$104.95
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'58-'62 Seat Cushion Set (one seat) 640-468	\$109.00	\$79.95
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'62-'65 Seat Cushion Set (one seat) 640-478	\$182.00	\$109.95
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'65-'68 Seat Cushions Bottom 640-530	\$48.00	\$41.95
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'65-'68 Back Board 640-545	\$9.00	\$7.95
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'68-'69 Seat Cushions Bottom 640-520	\$62.00	\$41.95
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Back 640-560	\$62.00	\$41.95
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'70-'80 Seat Back Foam Right 640-500	\$24.00	\$29.95
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Left 640-510	\$34.00	\$29.95
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'70-'80 Seat Base Foam 640-520	\$26.00	\$19.95
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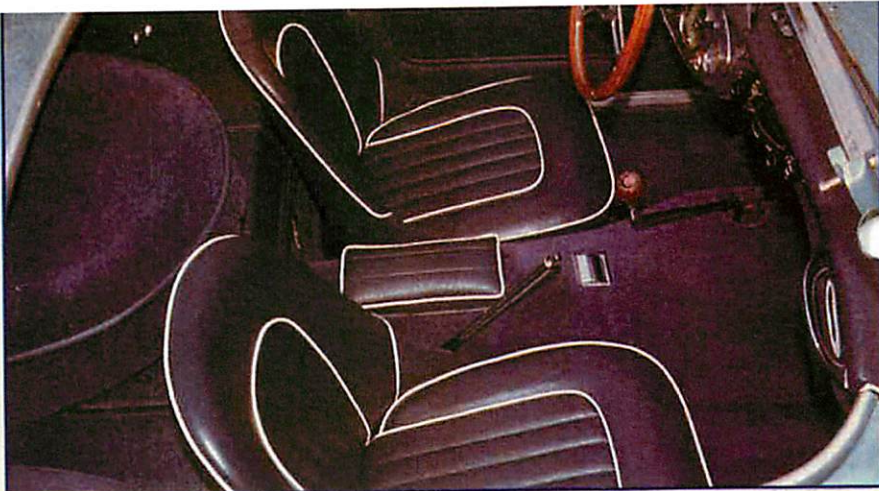
**PRICES VALID UNTIL 4-9-'99**

**SPECIAL NOTES ON ORDERING & THE FINE PRINT.**

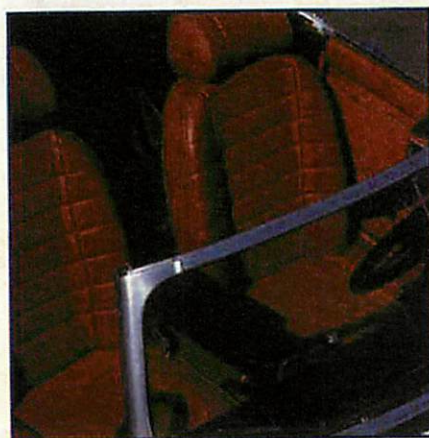
Some upholstery kit color combinations are made to order, rather than being available directly from stock. Please allow additional time for delivery. We recommend that items be ordered "Backorder Yes" so that you will receive the full benefit of this Upholstery Sale. Orders must be received in our Goleta, California office by April 9, 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.



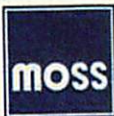
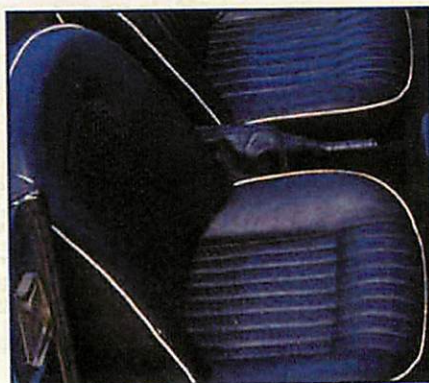
# STANTON SUPPLIES



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