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The Legacy of Jaguar
Buttonwillow 2000
Abingdon in the 1930s

MOSS

BRITISH MOTORING MANAGEMENT

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On the Cover: Few automobiles have had an effect on the American driving enthusiast like the Jaguar XKE. Jim Roberts' 1969 E Roadster is a prime example of the timeless elegance that has made Jaguar so renowned.
Photo by Alvin Paradise

Steering Wheel

HOOKED ON THE CAT

By Alan Paradise

Embedded deep within my psyche is an affinity for a performance car from across the pond. Growing up in a time and place when American muscle cars and hot rods were the thing dreams were made of, I found a place in my heart and soul for a British invader.

From an early age the name Jaguar was filed in the same folder with Corvette, Cobra and Thunderbird. Perhaps it was the early 1960s song "Lil' Cobra" that helped legitimize the legacy of Jaguar. While friends were being faithful to the Bow Tie, Blue Oval and Pentastar, my personal allegiance would often wander into foreign territory. I was the oddball kid who would ask the hobby shop owner for the E-Type model kit. The one who knew how the Jag's horsepower rating and cornering abilities matched up to the Sting Ray's. The kid who would not blindly follow the straight line of domestic bliss.

As I grew older, the ways and means of life enabled me to purchase Corvettes. I did so with great anticipation and a fair measure of pride. Remorse almost always followed. Even the most perfect of my domestic car collection played second fiddle to the wondrous violin that is an E-Type. While the "Vettes" possess ultra masculine exterior overtones, the quiet sophistication and the sexy lines of a Jaguar are unmatched in the annals of automotive styling.

When Jaguar fell upon hard times, part of me used this to justify the reasons I never became a Jaguar owner. At the same time, my heart broke for the reduction in image of the brand I fiercely defended so many years ago. Recently Jaguar extended to me an XK-R to enjoy and evaluate. After just five-minutes behind the wheel of the red convertible, all my childhood dreams were reborn. As the miles went by, all the highest expectations were realized. Over the past 20 years I have been fortunate to have the opportunity to drive just about every production car made. From the best of Ferrari, BMW and Porsche to the gut-wrenching brutality of Vipers and ZR-1 Corvettes, the foundation has been formed to compare brand to brand, model to model. With this background to draw from, I can say that



no car I have ever driven can compare to the Jaguar XK-R. I now understand what owners of E-Types must have felt when they first indulged themselves decades ago.

Today's Jag lineup rivals the offerings from Germany, Japan and America. In fact, with the S-Type as an introduction into the entry-level performance sedan market, the only item missing from the Jaguar line is an SUV (like the world needs another luxury laden, truck based highway hog).

There is something very special about a Jaguar... any Jaguar. An extraordinary aura emanates from the shape and image of the car. Just saying the name commands respect. When driving a Jaguar, one must prepare for stares and envious accolades. On the expressway or at a red traffic signal, people can't resist the urge to gaze, and perhaps even dream. No one seems to be exempt from the intoxicating lure of the chrome-plated cat on the hood or the performance sports car heritage that continues to live on. It is magic on four wheels. A unique vision linking a rich past with a promising future. It is what true car enthusiasts are inspired by and the goal for which so many work so hard...to realize the ultimate reward and joy of holding title to one of these legendary motorcars.

For me, the one-week love affair with the XK-R provided another goal. An opportunity to redefine my automotive desires. My heart has been set upon a new path. A mission to step into my garage and find one of the vintage Jaguars I admired as a youth occupying a full-time position. Aspirations reaffirmed and adult motivations accelerated. There are more than just a car...it's a Jaguar. **Ⓜ**



Letter Box



Once again I am writing to you on the subject of Castrol Oil cans. When I received the Spring 1999 issue I immediately showed it to my father in anticipation of his surprise at seeing his copy of "Practical Motorist" reprinted in a magazine. However, it was I who received the surprise when his first response was, "would I like to have his Castrol Oil can?" (I had absolutely no idea he possessed one). I have enclosed a photograph of the can, which clearly shows some interesting impressions marked in solder near the top. Out of curiosity I am researching the meaning of these marks (initial information leans towards date of manufacture and a symbol identifying the tradesman who made the can). The manufacturers name which is stamped on the handle (the photograph does not show this) is "H.P. Co. Ltd., 3 Lollard St., S.E. 11".

Les Hartridge
London, Ontario
Canada

I thought your readers might enjoy hearing about my Spridget. As we know the term "Spridget" is a slang term for either or both a MG Midget or an Austin Sprite. The term is used universally for these cars because they are virtually the same make. There are a few differences between the models, if you own one

or the other you most certainly have a bias toward your car and perhaps disdain for the other team.

My Spridget started out as a 1972 MG Midget until the day I decided that my grille had a few too many rock chips in the black paint. I pulled the grille off and dismantled the badge and chrome oblong trim piece. The grille had a lot of chips in it from many happy miles. Rather than painting over all the chips, I decided to strip off the paint and do a first rate job of it. I used a chemical stripper to remove the paint, to my surprise there was a chrome grille underneath the paint! I surmised that when the boys at Abingdon manufactured their Spridgets they used one source for the grilles on both car models. If the grille was destined for a Sprite, it would go on chrome. If the grille was to be installed on a Midget it would be painted black.



I was quite thrilled with my newly found chrome grille, but I did not want to turn my Midget into a Sprite. My resolve was to go for a "Spridget" trim. With the grille off the car I took the opportunity to clean the bugs out of the radiator and clean up the wiring connections to the horns. I then masked off the area around the grille, I masked off the center section where the oblong trim ring bolts on and painted the outer section black. The grille was
continued on page 16



MGA...the One that Got Away by Harry Newton

It's confession time again... I have never owned an MGA. No, it wasn't due to an oversight, the car just didn't turn me on at the time. Possibly, my loyalty to the traditional, angular T Series roadsters was the basis for my antipathy towards the streamlined, envelope bodied A. Like many others, I think that I felt somehow betrayed by Abingdon. Now, I regret having taken that hard-line.

For me, infatuation with MGs as a marque had begun in the late 1940s, when a neighbor, Dr. Al Ryan spent his spare-time hours tinkering with his Lea-Francis powered TC in his driveway. Doc Ryan had done the engine-swap after he bought the year old car from the famous (infamous?) Tommy Manville, who was better known for his penchant for Rolls Royces and chorines. I guess those two hobbies had a lot in common... high initial cost and limited residual value being two shared characteristics that come immediately to mind.

My first awareness of the MGA came when my friend David Ash raced one, a white car featuring racing numbers framed by an octagon rather than the usual rondelle. As wholesale/distribution manager

for Inskip's East Coast MG territory, David could call on some serious resources in addition to the demonstrated ability that had earned him the title, Mr. MG. Yet despite David's well-documented success, I remained loyal to (the memory of) my Birch Grey TF 1250.

Not long after meeting Doc Ryan, I purchased my first MG, a medium-green RHD TD. It was bought from Perry Fina, who had a foreign car shop in mid-town Manhattan. In as much as Fina was not an authorized MG dealer, the transaction would be labeled a gray market purchase today... but not in 1950, as imports were novelties in those days, posing no threat to the viability of domestic franchises. A second TD soon followed, this a LHD car purchased from Inskip, who were distributors for Rolls Royce and Aston Martin in addition to MG and Riley. As those readers who follow my ramblings already are aware, I later worked for Inskip, both in New York and Providence. In 1954, after a tour of duty in Korea, I returned to Inskip for a TF 1250, which was to be my favorite model. Then in 1963 I took delivery of a new MGB roadster, again from the

Inskip showroom on 64th Street. That year I was president of the Westchester Sports Car Club, and I arranged for the delivery to take place during a club meeting hosted by *Inskip president/son-in-law George Jessop. Later that year I found myself on Inskip's payroll.

In order to try to understand why no MGA ever occupied the Newton garage during the model's timeline window, between 1956 and 1962, the following list is comprised of cars that did take up residence. Actually, as a Chrysler Corporation employee, the first two years were marked by a series of company cars, most enjoyable of which was a Plymouth Fury that we ran in some SCCA rallies. In 1958, Bob Grossman sold me a Morris Minor 1000 traveler... it served as my mount for my first gymkhana, at the NYAC Travers Island parking lot. Demonstrating its versatility, the Morris also delivered Betty to New Rochelle Hospital for the delivery of

number 2 son, Brian. The Morris was followed by a Mercedes-Benz 219 that did not survive the Morlee Motors 1958 Christmas party, a Lancia Appia Series III sedan that was a jewel of a car, and a frog-eye Sprite, a car that remains among my personal top ten. In 1959, an Alfa Romeo Giulietta Sprint Normale lasted only a week before Magnetti-Marelli frustrations caused me to replace it with a Porsche 1600 Normal coupe. A change of employment resulted in a series of Buicks beginning in 1961, which did not cause expulsion of the Sprite, nor did it prevent me from acquiring a very nice ZA Magnette.

With the exception of the Sprite, all my cars during this period had roll-up windows... a feature that in retrospect seems to have been subliminally important. Another shared feature was capacity for more than two people... we had four children between 1957 and 1961. By the time I replaced my four month old Buick Riviera with a MGB roadster in 1963, Betty had a Buick station wagon, which became the default family transport, allowing me more latitude in my personal transportation choices.

In the past ten years, I have at last come to appreciate the MGA... ever since seeing Franz Nelson's Brian Anderson (Classic European) restored Twin-Cam roadster at the Palos Verdes

Concours d'Elegance. After spending several hours inspecting and probing, and listening to input from other knowledgeable spectators, I finally was ready to concede that the A indeed had been a most worthy series, and that I had cheated myself by having passed this one over thirty-some years earlier. In fact... weather protection notwithstanding... the MGA really was a superior design exercise. Dare I call it a future classic?

In some respects, the MGA ranks right up with the Jaguar XK 120, ahead of the Triumph TR-2 and TR-3, on par with the brilliant first-generation Austin Healey. It was as roomy as the Jag, and nearly as stylish... and could deliver a three-figure top speed, even in its initial 1500cc form. Later, an attractive, but space deprived coupe was offered, which featured crank-up windows as a welcome alternative to the side-curtains that kept some of the rain off roadster occupants. And, over the years, displacement and performance both were expanded

and front disc brakes were added. For competition drivers, a twin-overhead-cam engine, 4-wheel disc brakes and Rudge knock-off disc wheels were an extra-cost variant that still didn't match the performance of the then class-dominant Porsche Carrera Speedster.

After giving up on the Twin Cam model, the remaining inventory of center-lock disc wheels was fitted to a series of pushrod-engined MGA 'De Luxe' roadsters that presaged the introduction of the successful MGB. Now, if I could find one of those under a pile of hay in a barn... hmm.

SIDEBAR

Oscar Kowaleski, a Wilkes Barre, PA businessman, virtually invented the model automobile market, besides which he also held the Giants Despair hill-climb record for many years. His sons have followed Oscar in automotive-related careers, one as a dealer in automobilia, the other as Cadillac's current public relations guru. At the 1999 Fabulous 50s Christmas party, racer and raconteur Kowaleski was the guest speaker. He regaled the attendees with tales of his various sports car escapades, including competing at the Brynffynn Tydyn road races at the wheel of Doc Ryan's MG. **Ⓜ**



Buttonwillow Bonanza

By Ken Smith

Under a beautiful, blue May sky, the fifth annual Moss Motors British Extravaganza attracted record numbers of competition and show cars to Buttonwillow Raceway in the San Joaquin Valley of central California.

Organized by VARA, and sponsored by Moss Motors in association with Chrysler Corporation and Title West Mortgage, the event has continually

proved to be an extremely popular early season opener. It draws entries from Arizona, Nevada, Utah, and Oregon, in addition to the usual suspects from California.

Throughout the weekend the thousands of enthusiasts attending had the opportunity to witness over 250 classic racecars compete in a variety of classes. Vehicles ranged from diminutive

three-wheeler Morgans, to the faster full-race prepared British classics such as Jaguar, Austin-Healey, MG and Triumph.

From early on Friday spectators were able to get into the pits, as scrutinizing and track testing took place. One of the features of Buttonwillow is the fact that one can get up close and personal and speak with competitors as they prepare their cars

for the two-days of racing ahead. Always eager to tell you of modifications to their steeds, this is where novice drivers can pick up useful hints and tips, in addition to receiving a friendly welcome from seasoned veterans.

Entries this year were at record levels with no less than 50 cars entered for each of the Group 5 and Group 6 races. To see half a hundred MGBs,



Above: Group 5 winners Doug Schimpa (#6 MGB) and the racing grandma, Bonnie LeLesch stage up to receive their awards.

Left: Part of the Group 2 entries stand ready to get underway.



Above: Pete Thelander catches a few winks while waiting to run his '34 MG NE in Group 2.

Left: Father and son team of Mark Matthews (senior and junior) spend some quiet time in their pit area prior to running in group 7. Which would finish ahead of the other? The answer is in the story.



Above, left: Scott Crawford buzzed Buttonwillow in his yellow and black '64 Mini. Above, right: Sue Quackenbush got into the action with her '59 Sprite.



Above, left: Talk about a crowded field. Richard Major and his 1959 Austin Healey 3000 was one of over 50 cars in Group 5. Above, right: Ideally built for road racing, the Lotus Super 7 of Robert Ryan thunders through the turns.



In addition to all the racing action, there were plenty of show cars on display. Judging was done by popular vote.

Triumphs, Sprites, and Minis trailing the pace car prior to the start was a real sight to be seen. Streaming halfway around the 2 1/2-mile circuit the back markers seemed to be no more than a few car lengths in front of the leaders as they thundered around the first turn and across the line.

One of the highlights of the Moss Extravaganza each year is the wonderful turnout of Historic Racers. This time the magnificent oldies ranged from a 1910 Essex Racer, through Lagondas dating from 1929 and 1939, including Peter Gidding's superb Bugatti Type 59.

It was not only the racers who enjoyed this thrilling little circuit, Mr. Average Spectator was allowed on the track to drive his/her own British classic for a 60-minute period. This gave casual race fans an opportunity to see first hand what the competitors had to contend with as they battled the opposition at much higher speeds.

With over 30 practice and race events, the battle lines for the weekend were drawn, but the highlights were the MG/Triumph and Sprite/Mini Challenge races that attracted record entries. Let's start with the Sprite/Mini event and feature the father and son Matthews family. Mark Matthews Sr. had loaned his Sprite to Mark Jr., a promising rookie for the last two

VARA races at Las Vegas and Willow Springs. You can imagine Mark's disappointment when his father informed him that he (Dad) would be driving the Sprite at Buttonwillow. Friday afternoon, dad pulled in with the car trailer and rolled out not only his own Sprite but also the very quick, ex-Tom Colby Sprite which, unknown to Junior, he had bought for him. Dad had sweetened the deal by already having his son's name painted on the cockpit. To say young Mark was overwhelmed would be an understatement, and there were even a few teary eyes among the hardened racers as father presented son with his very own racecar.

Wait, it gets better! In the Sunday Sprite/Mini Challenge race, young Mark held off his dad as they finished first and second in a very keenly fought event. This is the stuff that racing dreams are made of.

In the MG/Triumph Challenge race Doug Schirripa in his 1966 MGB took the checkered flag making it to the line just one-half second ahead of the 1962 MGB Bonnie LeLesch was piloting. So what, you may ask? Well Bonnie has painted on the side of her MGB "The Racing Grandma" because that's what she is! We only give the ages of cars in this publication, but believe us, Bonnie is a truly mature



Above, left: What would an event with British cars be without a bit of a mishap? Nothing serious, just a good show. Above, right: George Tollworthy follows fellow Morgan Super Sport driver Gary Byrd back to the pit area

competitor, and a delight to watch in action. She was overjoyed at her placing and even happier when the corner workers presented her with their own award for the "Spirit of Competition", an award also presented to young Mark Matthews, from experts who really see the action close up.

Incidentally, without the tireless efforts of the Long Beach MG Car Club flag team working the track, it would be impossible to successfully hold an event as large as this. We offer sincere thanks to all that stood out there for two days to make the event run smoothly.

The traditional Saturday night barbecue saw nearly 500 folks sit down to steak, beans and good California wines. Sunday's awards presentation was highlighted by a check for \$10,000 being handed over to charities such as the Boys and Girls Club and various other worthy causes nominated by Chrysler.

Nearly one hundred British classics entered the popular vote car show, and competition was very keen. Best of Show went to the beautiful white Jaguar E-Type of Wallace Freeman. A highlight of this event was seven year old Clarke Knight from Henderson, Nevada who entered her superbly restored 1953 Austin J40 (a pedal car no less) and took home an award.

All in all another great weekend to remember, and next year promises to be even better with additional attractions for young and old in the pipeline.

Grateful acknowledgements go out to Schanda and Nigel Olsson of VARA and their team without whom none of this would be possible. (Note: If you don't know who Nigel is, dig out your Elton John records and look who plays drums on many of them). Everybody who participated enjoyed a good time and are looking forward to Buttonwillow 2001. ☺

Buttonwillow Car Show Results

MG Pre-1955: Geoffroy Kimler 1952 MG TD

MG 1955-1980: Jay & Joyce Cohen 1980 MGB Limited Edition.

Sprite & Midget: Ron & Sandy Davies 1959 Bugeye Sprite

Austin-Healey: Al Adams 1959 3000

Triumph, Early: Rick Koch 1959 Triumph TR3A

Triumph, Late: Herman Van Den Akker. 1969 Triumph TR250

Mini: Gerald Allen 1967 Mini Cooper S.

Other British Open: Gerald Allen 1960 Morris Minor Tourer

Competition Cars: Steve Dawes 1964 MGB

Jaguar: Wallace Freeman 1972 Jaguar E-Type 2 + 2

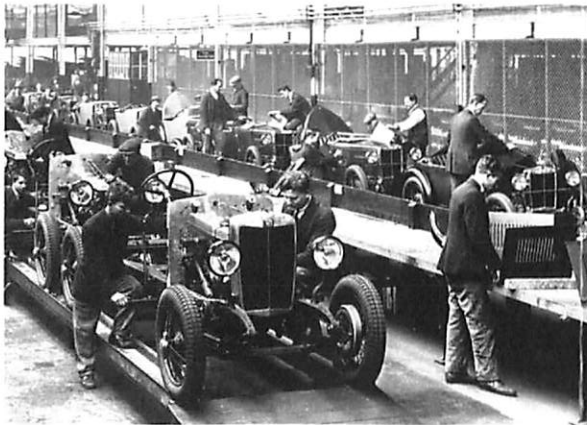
Abingdon in the 1930s-Part I

By Marcham Rhoadé

In these days of mass produced automobiles, using more and more robots, and fewer and fewer human beings, have you ever thought what it was like in the early days of sports car production? What sort of people put your dinosaur of a British car together? Well, come with us back to the 1930s, (when your scribe was still in diapers) and meet a gentleman who actually worked at the M.G. Car Company in those days when building cars was still new and exciting! Sam Bennett tells the story of those early days in Abingdon...

I was born on February 11th 1908 in Horwich, Lancashire, England and my school days came to an end at the age of 14 years. I then commenced work at the Lancashire & Yorkshire Railway Company's locomotive works in my home town. After serving a seven year apprenticeship, at 12/6d (\$2.50) per week, by the age of 21, I was a time served fitter on the heady wages of £3.12.6d (\$14.50) per week. I was then given a trade apprentice to look after, but due to the trade depression in the thirties, when you had served your apprenticeship, you got the sack, and were put on the dole.

In the year of 1932, I went to live in Wheatley, Oxfordshire and noticed a job on the board at the labor exchange which read Fitter/Assembler Wanted. Not knowing what the job entailed I was directed to the M.G. Works in Abingdon where I was interviewed by Mr George Propert, General Manager of the works. He asked me what I could do, and being honest, I told him I was a locomotive fitter from Lancashire. After some discussion he said there was no reason why I couldn't adapt myself to the class of work he had in mind. He said, "I'm not putting you on the assembly line. I propose to put you in the reject department, when can you start?" Finding a job promoted my utmost enthusiasm and I eagerly replied "Right now!" However, it was



agreed that as the time was already 2:30pm, I would start the following day. The next morning I reported promptly at 8:30am to Mr. George Morris in his little office situated in the middle of the shop. I was put to work in a small bay next to a man called Jack Ratcliffe, a reserved sort of chap, a little older than myself, but a man to whom I afforded the greatest respect. We were required to wear white coveralls, for which you were measured, and then five shillings was deducted from your wages the first week and the 2/6d(50c) for each of the following two weeks to pay for the overalls.

We also had to purchase our own tools, usually Britool and of course there were no such things as ring spanners in those days, we just had Whitworth open-ended spanners. There was, however, one type of ring spanner which you had to buy from the M.G. Car Co, and which had the M.G. logo stamped on it. This was for torquing the J2 cylinder head, without removing the camshaft from its bearings. A very thin spanner- cranked long enough to give you near enough the correct torque.

You were also issued with six brass checks when you started at M.G., small discs with your works number stamped on them. These were passed over to the Storekeeper when you needed anything in the way of special tools. If you required a flywheel extractor, a hub extractor, a ball race remover-even a special file, you had to hand over a disc for each item. The discs were then pinned on a huge 'shadow' board upon which the outline of the tool which had been borrowed was depicted. By this means they could see who had got what and who was currently responsible for a particular item of equipment.

At this time the works were only about 150 yards square. As you passed down a slight incline onto the shop floor, you turned right past Mr. Propert's office, then past the racing engine shop. Inside was the engine test bed, next to the tool room and the machine shop. Here the foreman was a chap by the name of Mr. Stevens, but I soon discovered that you had a real job to even get into his domain. He ran the place on very private lines, and you were lucky to get in to even sharpen a

chisel or a screwdriver on one of his grindstones. In another corner were the rollers on which the car you were testing could be reversed onto. Prior to this you had to fill the radiator and lead the exhaust out through a pipe, via means of a hole in the workshop wall.

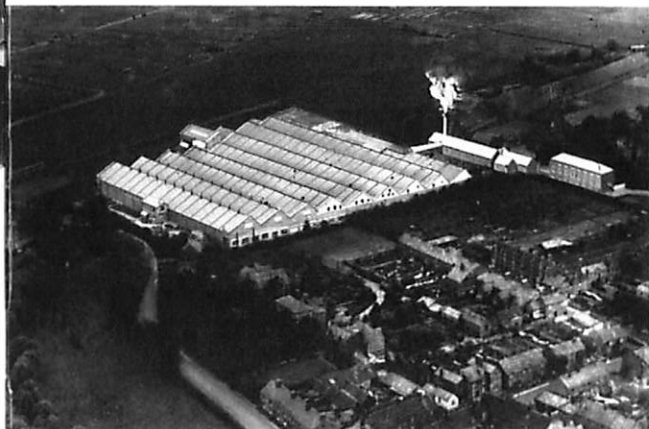
Once on the rollers, you were able to check all the instruments, miles per hour, rpm, etc for the reject cars that were to be rectified. The cars arrived without their bodies, across from George Morris's office (which was about the size of a bus shelter) having had their first run out on the test route. They were then placed by your bench with only chain and blocks, no inspection pits in those days to lift the front of the cars which, at that time, were MG J2s.

The body for the test run was a crude wooden box which each individual tester made for himself. This was rested on the bare chassis, with the electrical wiring fixed to the bonnet stay. On the car would be a yellow card completed by the tester and noting defects and other items requiring rectification. Pull down cylinder head, adjust tappets, check tecalemit system, adjust brakes, adjust clutch toggles, noisy timing wheels on top or bottom, rear axle noisy on drive or overrun. All these and more passed through the shop. For wheels and brakes, we would drive the car onto the brake-testing machine, with each wheel resting between the rollers. When the rollers were switched on, they would drive the car's wheels. With the handbrake pulled on, you could check the dials situated above the rollers, the brake efficiency

for each wheel, which were then adjusted to suit. Coming off the rollers, you would pass onto two steel balance plates, set into the floor, and which faced a large dial with two fingers. This would indicate to you whether the track was in or out.

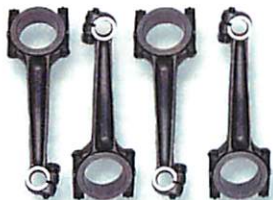
There was a tremendous atmosphere at the M.G. Factory. Everybody was willing to help each other and we had no aggravation whatsoever. It was not uncommon for one of the worker's wives to walk into the factory to see her husband, and perhaps say "Your dinner is in the

continued on page 27



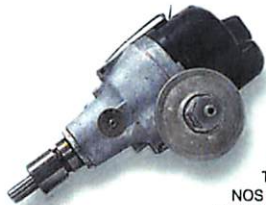
Product Showcase

THE LATEST FROM MOSS



Get Connected

These new forged connecting rods are exact copies of the heavier and stronger late TD-TF XPAG rods. Installing a new set coupled with Moss chrome-molly crankshaft and Aerolite pistons will help insure a stronger, more reliable bottom end. (Rods can be fitted to TF1500s). Part number 453-788 \$41.95 each.



Clean Sweep

Moss has discovered a stock of genuine NOS Lucas wiper motors. Available for MG TF, 1963-67 MGB, Sprite MKI-II and Midget MKI models. Part numbers 145-400 \$298.50 (MG TF), and 145-510 \$199.95.

Sparking Discovery

The treasure hunters at Moss have located a limited number of NOS Lucas distributors for TC-TD to (e) 20942 (part number 143-000 \$350.00), TD-TF from (e) 20943 (part number 143-005 \$350.00), AH 100-4 Lemans (part number 143-045 \$350.00), AH 3000, BN7, BT7, BJ7 to (e) 29F-H3562 (part number 143-050 \$350.00), and TR3B-4A (part number 543-010 \$324.50). The T-series units are slightly shop soiled. However, these units have not been available for years and are a rare find.



It's a Gas...Tank

Replace the rotted or rusted SPRITE MkI or MGA gas tanks with accurate models from Moss. The Sprite tank is pressed steel (part number 471-190 \$211.20). The optional MGA tank is aluminum (part number 456-805 \$324.50). Both are lightweight and corrosion resistant.



Out of the Fog

Now available are the genuine SLR700 Lucas foglamps that were optional equipment on Jaguar XKs and early Healeys and Triumphs. Part number 182-850 \$99.95.

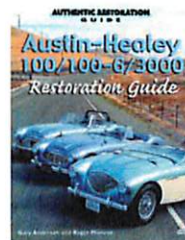
Buckle Up

These are quality American made inertia belts that are easy to mount. Triumph owners can select all fabric belts in a choice of colors with semi-rigid stalk for the inboard end. MGB inertia reel belts are only available with rigid inner stalk. TR4-6 black part number 222-005 \$99.95, TR4-6 gray part number 222-010 \$99.95, TR4-6 red part number 222-015 \$99.95, TR4-6 black with stalk part number 222-020 \$99.95, MGB part number 222-025 \$99.95.



Collector's Poster

Moss located a limited quantity of these 50th Anniversary posters. First issued in 1975 by British Leyland, these 22x33-inch posters have become a sought after item. Part number 214-360 \$19.95.



In Print
American Healey experts Gary Anderson and Roger Moment accurately document thousands of points of originality with over 350 photographs in this 192 page book. This has become the standard written tool for Healey restoration. Part number 211-585 \$29.95.

Letter Box

continued from page 5

re-assembled with the trim ring and a refreshed "MC" badge, then installed back into the car. The only difference with my grille and a Midget grille is the center section is chrome instead of black. I think it looks pretty snappy! I wait in anticipation when a fellow English car buff approaches and asks, "What is it?" My reply will be, "It's a Spridget!"

Terry Carbary
Snohomish, WA



This car was my four year High School shop project. This was a very fun car to restore and you can see what all I have done to it if you look up the histories of my orders not including the new head and balanced crank. This is one improved 1500cc.

Darren Brown

I never wrote after finally getting the car back on the road, but really appreciate the excellent, professional level of service that Moss Motors supplied on catalog deliveries. We have shown the car locally 3 times and have acquired one second and two first place trophies. The category that we consistently score high-test in is originality, thanks to the quality parts that you have supplied. I believe that the tech's name that helped me several times was Cody. His knowledge and courtesy on the phone are greatly appreciated. I have one question that I need answered. I bought a cover from your company about two years ago, it is a spun gray fiber, custom for the MGA. I have fender mounted mirrors that don't clear the cover and would like to add pockets for these. Are any modifications to the cover available? I have the car stored inside near my

wife's MB diesel and have discovered some black residue on the cover. I would like to launder it if possible...what's the best way? Thanks again for the excellent service.

Mark & Joan Hlinrichs
Memphis, TN

Dear Mr. Paradise: Outstanding! You have done a fantastic job updating Moss Motoring into British Motoring. Keep up the good work.

Michael Robins
St. Joseph, MO

I was pleased to see that the often-overlooked Swallow Doretti was featured in Moss Motoring, Volume 19, Number 1. However, considering that Dorothy Deen lives less than half a day's drive from your offices, it's a shame that your author didn't check the facts with her. I'm also surprised that Doretti collector Tom Householder didn't put you in touch with her. Dorothy didn't conceive the Doretti. She owned the Doretti name and used it for a line of sports car accessories manufactured by her Cal Specialty company. Eric Sanders of Swallow's parent company (Tube Investments) and Arthur Anderson (Dorothy's father) opened discussions about producing and marketing a sports car. When they decided to go ahead with the project, Dorothy sold Swallow the Doretti name for \$1.00. Anderson and Deen then established Cal Sales to import and distribute the Swallow Doretti, as well as Triumph automobiles for all of the western United States. Anderson supplied much of the capital and Deen is the one who stayed in Gardena and ran the business. The myth about Dorothy Deen's involvement in the conception and design of the Doretti came about thanks to overzealous marketing and advertising efforts. Just imagine the marketing value of an extremely pretty single blonde who could single-handedly design and distribute a sports car—before going home and preparing a dinner party. Dorothy Deen Sitz has seen the article and I am sure you will be hearing from her, or from her husband, motoring and racing historian Jim Sitz.

Jonathan A Stein
Publishing Director, *Automobile Quarterly*
Kutztown, PA

PROTECT
YOURSELF
FROM
THE
ELEMENTS

TOPS
TONNEAUS
& COVERS
ON SALE

Aug. 21 through Sept. 23



TR7

BLACK VINYL		REG.	SALE
Convertible Top	071-931	\$329.50	\$280.05
Tonneau Cover	072-481	269.95	242.95



SPITFIRE MKIV & 1500

BLACK VINYL		REG.	SALE
Convertible Top	644-650	\$259.95	\$220.95
Tonneau Cover	644-680	199.95	149.95
Soft Top Cover	644-690	149.95	112.45
Hard Top Cover	644-800	74.85	55.50
BLACK CANVAS			
Sunfast Top	644-660	549.95	494.95



COCKPIT COVERS

Hot sun, wind and dirt will slowly but surely destroy your interior. Our cockpit cover serves the vital function of protecting your interior without the bulk of a full tonneau or car cover.

		REG.	SALE
TR4-TR6	237-800	\$44.95	\$33.70
MGB	237-900	44.95	33.70



TRIUMPH

TR2-TR6

VINYL

Our tops are designed to match the original factory specifications to ensure proper fit and appearance. Manufactured from top-quality crush-grained vinyl permanently bonded to heavyweight mildew-resistant fabric, they feature dielectrically heat-sealed windows and sturdy stitching throughout. All necessary hardware is included for correct installation.

TR250-TR6 STAYFAST CANVAS

Tailored in the tradition of the finest European sports cars, we are proud to offer these premium quality tops by Robbins. The unique solution-dyed fabric is extremely fade resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing and shrinking. The design also features a zip-out rear window. Professional installation suggested.

BLACK VINYL

TOPS		REG.	SALE
TR2 to TS4399 (single window)	640-000	\$279.95	\$237.95
TR2-TR3 to TS22013	640-020	279.95	237.95
TR3A from TRS22014 - TR3B	640-040	279.95	237.95
TR4	640-060	279.95	237.95
TR4A	640-080	269.95	242.95
TR250 (with reflective strips)	640-140	349.95	297.45
TR6 (with reflective strips)	640-150	389.95	331.45
TR250-TR6 (without reflective strips, fixed rear window)	640-100	269.95	242.95
TR250-TR6 (without reflective strips, zippered rear window)	640-120	269.95	242.95
TONNEAU COVERS			
TR2-TR3A to TS41742	644-000	259.95	194.95
TR3A from TRS41743-TR3B	644-020	209.95	157.45
TR4	644-040	209.95	178.45
TR4A	644-060	209.95	167.95
TR250	644-080	239.95	191.95
TR6 (with headrest pockets)	644-100	259.95	220.50
TR6 (without headrest pockets)	644-120	229.95	195.45

WHITE VINYL

TOPS		REG.	SALE
TR2-TR3 to TS22013	640-030	279.95	237.95
TR3A from TRS22014-TR3B	640-050	279.95	237.95
TR4	640-070	279.95	237.95
TR4A	640-090	269.95	242.95

TONNEAU COVERS

TR3A from TRS41743-TR3B	644-030	247.95	185.95
TR4	644-050	247.95	185.95

STAYFAST CANVAS TOPS

TR250-TR6 Black Stayfast Top	640-160	529.95	450.45
TR250-TR6 Tan Stayfast Top	640-170	529.95	450.45

TOP FRAME COVERS

TR250 Black Vinyl	644-140	209.95	189.95
TR6 Black Vinyl	644-150	209.95	189.95
TR6 Chestnut Vinyl	644-160	209.95	189.95
TR6 Shadow Blue Vinyl	644-170	209.95	189.95
TR6 Light Tan Vinyl	644-180	209.95	189.95
TR6 New Tan Vinyl	644-190	209.95	189.95

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REPRODUCTION DASH & DOORTOP PAD SPECIALS

	REG.	SALE
Austin-Healey BJB Padded Dashtop	633-850	\$199.95
Triumph TR4-4A Padded Dashtop	855-010	49.95
Triumph TR250-TR6 Padded Dashtop	854-990	52.95
Triumph TR250-6 to '72 Padded Door Cap		
Right Hand	855-005	28.95
Left Hand	855-015	28.95
Triumph TR6 from '73 Padded Door Cap		
Right Hand	856-135	16.95
Left Hand	856-125	16.95



DASHTOP REPAIR PANELS

Revitalize your old cracked dash top pad with this molded ABS cover. It's easier to install, and a lot less expensive than complete dashpad. Complete with adhesive & instructions.

	REG.	SALE
MGB 1968-'71	453-890	\$48.95
MGB 1972-'76	453-895	48.95
MGB 1977-'80	453-905	48.95
Midget '68-'80	453-950	48.95
Spitfire & GT6	644-845	48.95
Spitfire 1971-'80	644-840	39.95

GENESIS™ CAR COVERS

Protect your investment from dirt, moisture, and harmful sunlight. All of our covers are carefully sized for their specific applications. Our Genesis cover is the most rain-resistant breathable car cover available. It is a four-layer polypropylene fabric which remains soft and pliable in all weather conditions. Guaranteed* for two years to never rot, mildew or smell. The inner and outer layers are made of long fibers which make these layers tough, soft and long-wearing, yet nonabrasive. The middle layer is made of short fibers which catch water, yet allow air to pass through. *Two year warranty to the original purchaser.

FLANNEL LINED COVERS

A soft-napped flannel inner layer offers superb paint protection while the tough poly-cotton outer layer protects against dirt and sunlight.

REGULARLY \$139.95 SALE \$118.95

Austin-Healey 2-seater	238-410	MGB GT	238-440
Austin-Healey 4-seater	238-450	MG Midget (except 1500)	238-460
Austin-Healey Sprite	238-460	MG Midget 1500	238-470
		MG TC-TD-TF	238-400
Triumph TR2-3B	238-410	MGA	238-410
Triumph TR4-6 (thru '73)	238-420	MGB Roadster 1962-'74	238-420
Triumph TR6 (1974-'76)	238-480	MGB Roadster 1975-'80	238-430



STANDARD COVERS

REGULARLY \$99.95 SALE \$79.95

Austin-Healey 2-seater Cover	237-410
Austin-Healey 4-seater Cover	237-450
Austin-Healey Sprite Cover	237-460
MG TC-TD-TF Cover	237-400
MGA Cover	237-410
MGB Roadster 1962-'74 Cover	237-420
MGB Roadster 1975-'80 Cover	237-430
MGB GT Cover	237-440
MG Midget (except 1500) Cover	237-460
MG Midget 1500 Cover	237-470
Triumph TR2-3B Cover	237-410
Triumph TR4-6 (thru '73) Cover	237-420
Triumph TR6 (1974-'76) Cover	237-480
Triumph TR7-8 Roadster Cover	237-520
Triumph TR7-8 Coupe Cover	237-505
Triumph Spitfire 71-'74 Cover	237-510



Car Cover NYLON

Our durable yet light weight 100% nylon car cover comes complete with its own MG crested stuff bag. Excellent for use as a travel cover or for keeping dust off car in the garage. 236-015 Reg. \$69.95 SALE \$52.45

Stowage BAG & LOCK

Our poly-cotton stuff bag is perfect for keeping your car cover neat clean when not in use. The cable lock loops through eyelets in your car cover to keep it secure.

	REG.	SALE
643-850 Bag	\$7.95	\$5.95
643-855 Lock	8.95	6.70



JAGUAR XK120

TONNEAU COVER
BLACK VINYL 011-350

REGULARLY \$229.95 SALE \$195.45

CONVERTIBLE TOP FRAME ASSEMBLIES

Complete, ready to install reproductions of the originals.

	REG.	SALE
MG TF Top Frame Assembly	453-366	\$289.50
MGA Top Frame Assembly	406-600	219.95
MGB '69-'70 Optional Folding Frame	406-280	219.95
MGB '70-'80 Standard Folding Frame	406-290	189.95
MGB '62-'69 Stow-Away Frame: Right	454-490	154.95
MGB '62-'69 Stow-Away Frame: Left	454-500	154.95

TOP & TONNEAU BOWS AND MISC. HARDWARE

Austin-Healey 100-4 Front Top Bow	021-580	\$28.95	\$21.70
BN4, BN6, BN7, B77 Front Top Bow	806-080	94.50	70.85
BN6 & BN7 Top Frame Finisher	021-786	21.80	16.35
BN4 & B77 Tonneau Stiffener Set	453-658	52.95	39.70
Austin-Healey BJ7 & BJB Tonneau Bow	021-541	32.95	28.00
Austin-Healey 100-4 Top Latch Set	804-988	99.95	84.95
BN4 & B77 Top Latch Set	805-008	59.95	44.95
R/H TOP LATCH 4 SEAT BT7	805-030	32.50	24.35
L/H TOP LATCH 4 SEAT BT7	805-035	32.50	24.35
MGTC-TD-TF Top Bow Socket (2 req.)	406-920	5.25	4.45
MGTC-TD-TF Top Bow Wing Bolt (2 req.)	406-200	8.75	6.55
Top & Side Curtain Frame Tan Spray Paint	220-520	12.50	9.35
MGA Front Top Bow	453-250	44.95	33.70
MGA Top Bow Socket (2 req.)	406-920	5.25	4.45
MGA Top Bow Wing Bolt (2 req.)	406-200	8.75	6.55
MGA Rear Anchor Bar	244-200	15.95	11.95

TYVEC® UNIVERSAL FIT CAR COVERS

Tyvec® is a light weight, breathable waterproof material. It weighs far less than traditional car covers, and stores easily. Woven fabrics will eventually allow dust to filter down through onto your paint, but not Tyvec®. Whether you're looking for a garage dust cover, or a way to keep the sun off your car during the day, economical Tyvec® car covers are the answer to your auto storage and finish protection needs.

FITS CHROME BUMPER MGB ROADSTERS, MGA, SPRITE-MIDGET, TR2-TR3A

236-440 Tyvec® Cover Reg. \$49.95 SALE \$42.45

FITS RUBBER BUMPER MGB5, MGB GT, TR4-6, AUSTIN-HEALEY 4-SEATER, JAGUAR XK

236-445 Tyvec® Cover Reg. \$49.95 SALE \$42.45

SPECIAL NOTES ON ORDERING & THE FINE PRINT.

We recommend that items be ordered "Backorder Yes" so that you will receive the full benefit of this Sale. Orders must be received in our Goleta, California office by September 23, 2000 (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 prices in this sale section may not be used in conjunction with any other Moss special promotion.

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AUSTIN-HEALEY TOPS & TONNEAU COVERS

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

TONNEAU COVERS		REG.	SALE
100-4	Black	021-535	\$219.95 \$164.95
	Blue	643-010	219.95 164.95
100-6 BN6 & 3000 BN7	Black	021-536	349.95 297.45
	Blue	643-030	349.95 262.45
100-6 BN4 & 3000 BT7	Black	021-537	249.95 187.45
	Blue	643-050	249.95 212.45
3000 BJ7 and BJ8	Black	021-539	259.95 194.95
	Blue	643-070	259.95 220.95



SPRITE MIDGET

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

BLACK VINYL TOPS		REG.	SALE
948 (cars with studs on w/shield frame)	242-180	\$239.95	\$215.95
948 (bar mount type)	242-185	239.95	215.95
Sprite MkII 948-1098 & Midget MkI (fits cars with side curtains)	242-190	239.95	215.95
Sprite MkIII & Midget MkII 1098 (fits cars with wind up windows)	242-195	239.95	215.95
Sprite MkIV & Midget MkIII 1275 (fits 1967-'69, with 8 tenax studs)	242-175	257.95	232.15
Sprite MkIV, Midget MkIII & 1500 (fits 1969 on, with 6 tenax studs)	242-200	239.95	215.99
Sprite MkIV, Midget MkII & 1500 (fits 1969 on, with 6 tenax studs. From the original manufacturer, in the original material, with the header rail installed.)	242-205	459.95	367.95
BLACK TONNEAU COVERS		REG.	SALE
948 Bugeye	241-270	219.95	186.95
948 & 1098, 1961 thru '64	241-280	229.95	195.45
1098, 1965 thru '66	241-285	239.95	215.95
1275, from 1967 (no headrest pockets)	241-290	236.95	201.40
1275 & 1500 (with headrest pockets)	241-300	239.95	215.95
TOP COVER 1275 & 1500 1969 thru '80	241-525	142.95	114.35

CONVERTIBLE TOPS

	REG.	SALE
100-4 TopsBlack	021-525	\$299.95 \$224.95
Blue	641-000	299.95 224.95
100-6 BN4 & 3000 BT7 Top (Fits 4 seaters from (C)1528.)		
Black	641-030	299.95 233.95
Blue	641-050	299.95 229.95
3000 BJ7 and BJ8 Top (Fits BJ7 from (B)59372 thru BJ8.)		
Black	021-533	269.95 210.45
Blue	641-080	269.95 209.45

CONVERTIBLE TOP BOOTS

3000 BJ7 Top Boot	Black	643-060	209.95	157.45
100-6 BN6 & 3000 BN7	Blue	643-130	194.95	165.70
BJ8	Black	643-090	194.95	165.70

BJ7 & BJ8 STOWAGE BAGS

Black Top Cover Bag	641-055	59.95	47.95
Black Tonneau Stowage Bag	641-075	59.95	47.95
Black Tonneau Rail Bag	641-085	44.95	33.70



MGA

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

BLACK VINYL TOPS		REG.	SALE
3 window, late 1500-1600	242-310	\$249.95	\$224.95
3 window, MKII	242-950	249.95	212.45

WHITE VINYL TOPS		REG.	SALE
3 window, late 1500-1600	242-320	249.95	224.95
3 window, MKII	242-960	249.95	212.45

TONNEAU COVERS

Short style, mounts on rear cockpit rail			
Black Stayfast Cloth	243-885	234.95	199.70
Black Vinyl	241-420	159.95	119.95
Tan Stayfast Cloth	243-980	234.95	199.70
Long style, mounts behind rear cockpit rail			
Black Stayfast Cloth	243-995	234.95	199.70
Black Vinyl	241-520	169.95	127.45
Tan Stayfast Cloth	243-990	234.95	199.70

MGB

ROBBINS TONNEAU COVERS

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

	REG.	SALE
1962 to '67 with headrest pockets	Black 241-440	\$239.95 \$215.95
1968 to '70 w/out headrest pockets	Black 241-443	239.95 215.95
1971 to '80 w/out headrest pockets	Black 241-445	239.95 203.95
1969 with headrest pockets	Black 241-460	249.95 224.95
1970 to '80 with headrest pockets	Black 241-465	249.95 224.95

Note for tonneau without headrest pockets: The 1962-67 tonneau fits up to (c)158400. The 1968-70 tonneau fits from (c)158401 to (c)219020. 1971-80 tonneau fit from (c)219021 on. Note for tonneau with headrest pockets: The 1969 tonneau fits from (c)158571 to (c)187210. 1970-80 tonneau fit from (c)187211 on.



MGB DELUXE SUN-FAST TOPS

In the tradition of the finest European sports cars, we are proud to offer these premium quality Robbins acrylic canvas convertible tops. The unique solution-dyed material is extremely fade-resistant, engineered to be soft and flexible over a wide range of temperatures, yet highly resistant to sagging, billowing or shrinking. Professional installation suggested. These tops incorporate zip out rear windows. Material samples are available free upon request. Fits 1971 through 1980.

Black Canvas Top	242-740	REG. \$589.95	SALE \$501.45
Tan Canvas Top	242-745	589.95	501.45

ENGLISH DULL-COAT VINYL TOPS

Rugged British-made top is heavier than other budget tops and all seams are stitched and welded for maximum strength. They feature a zip-out rear window and fully installed snaps. Black only 1971 to '80 Top with zip-out rear window 242-685 REG. \$219.95 SALE \$186.95

TOP COVERS

Our top covers come with all necessary snaps and studs.
1971 to '80 Top Cover Black 241-485
REG. \$149.95 SALE \$134.95

WINDSHIELD HARDWARE

Top Rail Assembly (roadsters from (c)187211 on) 453-275 REG. \$69.95 SALE \$52.45
MGB GT Windshield Top Finisher 408-090 54.95 41.20

CABRIOLET TOPS

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

Black Stayfast Acrylic Top	242-795	REG. \$799.95	SALE \$679.95
Brown Stayfast Acrylic Top	242-785	799.95	679.95
Black Vinyl Top	242-775	549.95	467.45

ORIGINAL TOPS

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

Late 1963 to '70 Top for slow-away frame	250-040	REG. \$449.95	SALE \$404.95
Late 1963 to '70 Top for folding frame	250-000	449.95	404.95
1971 to '76 Top with fixed rear window	250-080	449.95	404.95
1977 to '80 Top with zip-out rear window	250-130	489.95	416.99

ROBBINS TOPS

These high quality replacement tops are supplied with all snaps and fasteners, but do not include the header rail #406-250 or rear anchor bar #244-210.
REG. \$279.95 SALE \$237.95

	Black	White	Tan
1962 to early '63 Top for folding top frame	242-630	NA	NA
Late 1963 to '70 Top for slow-away top frame	242-650	242-680	NA
Late 1963 to '70 Top for folding top frame	242-640	242-670	NA
1971 to '76 Top with fixed rear window	242-645	NA	NA
1977 to '80 Top with zip-out rear window	242-655	242-695	242-295

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



MG TC-TD-TF

TOPS, TONNEAU COVERS & SIDE CURTAINS MANUFACTURED BY MOSS

OUR RANGE OF WEATHER EQUIPMENT IS PATTERNED FROM ORIGINAL CARS TO ENSURE THAT EVERY DETAIL IS PERFECT.

	TAN	BLACK	REG.	SALE
STAYFAST CANVAS TOPS				
TC (with Split Rear Window)	243-710	243-715	\$539.95	\$450.45
TC (with Single Rear Window)	243-725	243-720	439.95	539.95
TD (with 2 metal bows)	243-735	243-730	439.95	373.95
TD (with 3 metal bows)	243-745	243-740	439.95	373.95
TF	243-755	243-750	439.95	373.95
BLACK VINYL TOPS				
TD (with 2 metal bows)		242-010	279.95	237.95
TD (with 3 metal bows)		242-110	279.95	237.95
TF		242-210	279.95	237.95
STAYFAST CANVAS TONNEAU COVERS				
TC Full Tonneau Cover	243-850	243-860	415.95	374.35
TD Full Tonneau Cover	243-870	243-880	415.95	353.55
TD 1/2 Tonneau Cover	243-875	243-885	229.95	195.45
TF Full Tonneau Cover	243-890	243-910	415.95	353.55
TF 1/2 Tonneau Cover	243-895	243-915	229.95	195.45
BLACK VINYL FULL TONNEAU COVERS				
TD Full Tonneau Cover		241-220	259.95	233.95
TF Full Tonneau Cover		241-320	269.95	229.45
STAYFAST SIDE CURTAINS				
TC Complete Side Curtain Kit	243-768	243-778	845.95	634.45
TC Cover Kit Only	243-760	243-770	384.95	327.20
TD Cover Kit Only (2 top bows)	243-780	243-790	384.95	327.20
TD Complete Side Curtain Kit (3 top bows)	243-818	243-828	845.95	634.45
TD Complete Side Curtain Kit (2 top bows)		243-789	845.95	634.45
TD Cover Kit Only (3 top bows)	243-810	243-820	384.95	327.20
TF Complete Side Curtain Kit	243-838	243-848	845.95	634.45
TF Cover Kit Only	243-830	243-840	384.95	327.20
SIDE CURTAIN HARDWARE				
TC Bolt & Nut Set (63 of each)		252-008	30.95	23.20
TC/D/F Bolt & Nut Set (58 of each)		252-018	30.95	23.20
TC Complete Strip Set		252-108	104.95	78.70
TD Complete Strip Set (2 top bows)		252-208	104.95	78.70
TD Complete Strip Set (3 top bows)		252-308	104.95	78.70



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the legacy of
Jaguar
By Alan Paradise



When it is all said and done and the final historians write the chapters on personal ground transportation, certain nameplates will be honored while others forgotten. Among the elite will be Jaguar.

Although there are many British nameplates that stand out within the top 10% of the world's auto makers, a vast majority of enthusiasts regard Jaguar as the quantitative example of lasting motorcar dominance. The factors for this mindset are many. First, and perhaps foremost, is the motorsports heritage amassed by Jaguar, particularly in the late 1950s and early '60s.

As successful as the racing efforts were (and still are), it was the new sophisticated image of the 1948 XK120 that started to place Jaguar at the top of the

world's automotive class. The William Lyons designed body dared to push the envelope of styling with the absence of running boards and headlamps placed inside the beautiful sweeping fenders. Over 50 years after its introduction, the XK120 design is as striking and captivating as ever.

The XK120 started the racing wheels going at Jaguar which was passed in 1951 to the superior C-Type. These were tube-chassis racecars that borrowed many production components (engine, gearbox, rear axle, etc.) from the 120. The 54 C-Types built were 1,000 pounds lighter than the XKs with a minimum of 20 more bulk horsepower. The asking price was nearly double reaching as much as \$6,000 in 1953.



1954 XK 140

1972 V12

1995 XJR

2000 XK8



Next came the XK140 (1954-57) and XK150 (1957-61). These were re-engineered versions of the XK120 offering more refinement as Jaguar quickly became the gentlemen's sportscar of choice. However, the prelude of what would capture the imagination of American buyers started in 1954 with the D-Type. This was the legendary racer that could easily out run and out handle the new Corvette, the pride of American automobiles. However, Corvettes were obtainable as street cars, while only 53 D-Types were offered in street trim. The true street competitor was to be the XKSS. What spoiled that plan was a fire at the Jaguar plant that completely halted production.

Importation of Jaguar sedans put the company's mark on the streets of America. While the XKs were the flash, the Mark V series were the stability of the



Jaguar line. In 1954 the stunning Mark VII sedan firmly established Jaguar as the leader in automotive styling. The gracefully distinctive lines were akin to the XK sportscar. The Mark VII and XK also shared the same twin-cam six-



cylinder engine. In 1957 the Mark VIII offered subtle upgrades. In all, from 1954 to the introduction of the all-new Mark II, Jaguar produced over 16,000 sedans.

It was in 1961 that the Jaguar profile would be elevated to legendary status among the American buying public. This was the year the XKE came to be. As a true competitor to the much-improved second generation Corvette, the XKE was clean

and sexy. The XKE came first with a 3.8L and later with a 4.2L engine. Both offered 265 horsepower, less than the Corvette's brutish 300 horsepower option. However, an XKE could easily run at 140 mph. Nearly all the Vettes of the day topped out at 130 mph. The XKE of 1961 and '62 offered a styling and aerodynamic advantage over other sports cars.

It was in sportsman and SCCA racing where Jaguar's XKE made an American name for itself. It was regularly compared to the Corvette and Cobra for sportscar supremacy. Even though Jaguar produced and imported other quality, upscale models, from 1961 on the XKE would be the halo in which the company's image would hinge upon.

For 15 years Jaguar would offer the XKE. The most significant change was in 1972 when the V-12 continued on page 25

Mud, Guts & Glory

By John Sprinzel

Rallying "Great" Donald Morley and his wife Val (Domleo) visited our little island of Molokai recently. Don, and his twin brother Erle, were probably the fastest of the Healey Work's drivers of the sixties. Valerie successfully co-drove for several of the top ladies, including Pat Moss and Rosemary Smith. In 1961, the twins were the ONLY car to complete the arduous Alpine Rally without penalty, and in five successive years managed three penalty-free runs to gain one of the rare Silver "Coupes". On their first sortie in 1960, a failing gearbox on the last day left them only top gear with which to tackle the notorious "Quatre Chemins" section robbing them of an Alpine Cup. This final sting in the tail of an already incredibly tough event, winds its way through the foothills of the French Alps, on the narrowest tracks imaginable, with

lan Appleyard ever achieved this feat in the twenty-five or more years during which this tough event was run.

What is even more surprising is that Donald and Erle are full time farmers, competing just for the sheer fun of it. Their first overall victory was in their privately owned Jaguar, on the Tulip Rally in 1959. When Marcus Chambers offered them a Work's drive in the big Healeys, their only condition was that they couldn't drive at harvest time, which considerably cut down the number of events in which they could take part. Donald is the most unusual ace you could wish to meet. Quiet, shy and well mannered, balding from an early age, he took on a totally different appearance behind the wheel, which led to his teammates nicknaming him the "devil".

On my recent trip to Australia, I had the pleasure of meeting with members of several British Car Clubs,



Donald Morley and brother Erle had many successful rally adventures. In 1962 the pair took the Tulip Rally class victory. Note the absence of driver's headgear.



In this 1963 photo, the Morley twins run through the muck on the RAC Rally of Great Britain.



Donald Morley (left) visits with John Sprinzel on the island of Molokai.

unfenced drops virtually the whole way. Many a brilliant run has ended on this section which is regarded as one of the most difficult stages in European Rallying. Target times were always based on the fastest time achieved on the previous year's event.

The next two years, they were brilliant without penalty, winning overall both times, but in the following year, their axle exploded on the very final hill climb. I was the car following them onto the start line of the climb, and I have rarely seen two sadder faces as this robbed them of a "Gold" cup for three consecutive unpenalized runs. Only driving greats Stirling Moss and

and an additional treat of lunch near Melbourne, with four of my old mechanics from the Donald Healey days at Grosvenor Street. That these guys were still enthusiastic about working for Donald and I some forty years after, was certainly a tribute to the atmosphere at Healey's London operation. Some of the revelations over a "banger and mash" lunch were quite surprising. Bruce Dowling moaned that I had sent him to the "head shapers" to collect some modified cylinder heads in his new Mercedes, only to discover that there were over THIRTY heads to load into his pristine car. Owen Holmes revealed that they had tested a Healey at over

100 miles an hour down London's Cromwell Road. "Well" he said, "the customer complained of a rattle at a 100 mph, so we had to try it at that speed didn't we?". Johnny Green phoned during the lunch to apologize for not coming. He lives in Perth, which is about as far away as NY is from LA. A rather long way to come for a lunch! He reminded me that I had asked him to collect some important spares using my Lambretta motor scooter. "Sure Boss, no problem" would have been the usual reply to more or less any such request. What he didn't tell me though, was that he had never ridden a scooter before, and after a taxi forced him onto Mayfair's sidewalk, he decided he really didn't ever want to ride one again.

After three hours of such revelations and memories, it was time to head for the Victoria Club premises of the Jaguar and Healey club. These must surely be the finest Motor Sport Club premises anywhere. Beautifully carpeted and furnished rooms, the walls hung with sensational photographs, posters, and signed memorabilia, are surrounded by

disaster, a most enthusiastic and lively crowd enjoyed a terrific dinner and were patient enough to let me present their annual awards, then regale them with Sprite stories from those early days. With this being a one-make club, the questions were even more specific, and showed an interest not only in the cars themselves, but also in the character of the men who designed, produced, and competed with them. It is good to see that there is a keen awareness of the past, and that those times will live on through these young peoples' enthusiasm.

Lastly came a trip to Queensland, where the vast distances of the Australian continent were considerably reduced by the ride North with Tony and Kerry Bennetto. Tony, who runs the Bug Eye Barn and keeps many of these old cars up to scratch, is well known to those who attend the annual Hershey swap meet where his Oz sense of humor has either amused or amazed many US British Car enthusiasts. At the end of the journey, Healey historian Ray English's Sprite Museum provided a meeting place for enthusiasts in the Brisbane area. The gathering of cars provided a fine contrast with the more usual Abingdon products and was as varied as Austin A 40 Devons and an Austin A 90 Atlantic. Britain's attempt to produce an American style "sports car" the Atlantic was the first automobile I ever drove around a racetrack. I had tried a few laps of the old 14 mile Nurburgring on an open test day long before ever deciding to be a competition driver and although enjoyable, I could see why the A 90 was never a success. Another of my mechanics from many years ago, Naim Hindorf, drove us around Brisbane in his Austin Maxi, Morris 1800 and 1275 Mini GT. My wife Caryl, who owned one of those cars first time around, pointed to the bruise on her knee which she got climbing into the back seat, and remembered the many times this had happened back in the seventies!

Finally, I was sad to hear of the passing away of Peter Garner. Peter, who was one of England's leading Motor Sport's journalists edited *The Autocar* for many years. In addition, he was an excellent co-driver, and sat beside Stirling Moss and Healey ace Jack Sears on many an event. He also let me drive him on a rally in his highly modified Standard Vanguard, which had plenty of TR2 bits added. I recall we had an unscheduled delay when a farmer blocked the route holding his shotgun as a deterrent to our progress. Peter also navigated for me in a work's Ford Cortina on the magnificent East African Safari Rally. We had modified a stock model out of the Nairobi showroom, after Vic Eilford wrote off our intended car. A Cornishman – as was his pal Donald Healey – he wrote Donald's excellent biography, and when I spoke to him a few weeks before, he sounded as full of enthusiasm as ever. He was 81 years young. **Ⓜ**

A Very Special Day

The Triumph Monument and its History

By Bill Piggott



April 16th 2000 will go down in the history of the Standard Triumph Motor Co. as a very special day, the day that may prove to be the final act in the history of the old company on its principal site in Coventry. On that Sunday, an impressive and lasting memorial to the old firm, as well as many thousands of men and women who labored there to produce our sort of cars, was unveiled with due ceremony.

Coventry, a medium sized industrial town, near to the center of England, was in better times the hub of the British Motor industry. Among the illustrious marks produced here were Sunbeam, Jaguar, Daimler, Humber, Singer, Hillman and more. Of these, only Jaguars are still produced in the city. Even the supporting motor components industry in the area has largely withered away. It seems fitting, therefore, that some memorial should be erected to one of the more exciting firms that once flourished in this city, and it has come about as follows.

The history and geography of the various Standard-Triumph plants scattered over the Coventry area is complex. The principal site concerned with assembling the sporting Triumphs of the 1950s, 60s and 70s was at Canley, a Western suburb of the city. Although the first few TRs were actually assembled at the old Standard factory in Banner Lane, Coventry, all production TRs with exception of the Liverpool and Solihull built TR7/8s, were made at the Canley site. From 1961 onward TRs were built in the new, purpose built assembly hall, at the time the most modern in the world.

Spitfires, GT6s and Stags were also assembled there, as were the various models of Triumph Saloon vehicles. The final cars to be assembled at the Canley site were Spitfires, TR7/8s and Dolomite Saloons from the 1980 model year, production ultimately running out in late August 1980. The 1960-61 assembly hall received the unofficial nickname of the "Rocket Range" for reasons now obscure. But, you would not be long in the pubs of Western Coventry before you came across a man in his 50s or 60s who would be happy to tell you about his time at the "Rocket Range."

Following the cessation of Triumph cars assembly in 1980, the Canley site and its various buildings were used for a variety of automotive purposes by the owners, British Leyland, BL, Austin Rover, or whatever they were calling themselves that particular week. But, by the early 1990s, all was quiet and the bulk of the site subsided into dereliction. An exception was the old Standard-Triumph employees sports and social club, which continues to flourish for the benefit of former workers, and which happily was able to provide the venue for the lunch that took place after the unveiling ceremony on 16th April. Indeed, this sports and social club is now the only Standard-Triumph building surviving at this location. All else was swept away five or so years ago, and the 87-acre Canley site is a combination of modern businesses and retail parks. Such has been the transformation that even employees have difficulties in orientating themselves and in trying to decide and describe where particular Triumph



The old Standard Triumph employee sports and social club continues to flourish as a favorite gathering site for former Triumph workers. The club was happy to provide lunch for the honored guests after the unveiling ceremony.

factory buildings actually stood. Indeed, folks from the USA would feel quite at home, for where the "Rocket Range" formerly stood, now we see a McDonalds and a Blockbuster Video – such is the dreadful disease of creeping globalization. The transformation of the whole area means that the younger generation to come will have no idea that an important car factory, which helped win the war and earned for Britain millions of dollars in exports, had ever stood here. As a consequence, it was suggested that some form of memorial be erected, if only to cause those who hurry around the site today to reflect, if only for a second, on Britain's vanishing industrial heritage.

Ironically, the initial idea for a memorial came not from Britain at all, but from Don Elliott, a Canadian enthusiast who has owned his TR3A since new in 1985. Don was repaid for his foresight by being invited over for the opening ceremony. At first it was felt that a commemorative wall plaque was all that could be financed. However, gradually, over the past three years, the idea took root that something more substantial was justified. A large representation of the Triumph Shield Medallion found on the front of the TRs from TR2 to TR4 was selected. It is placed at the side of one of the main thoroughfares through the new complex, appropriately named, Herald Avenue.

Several of the new roads in the area have names with Standard-Triumph association, incidentally. Despite certain cynical comment in the motoring press implying that the idea would never come to

fruition, back in 1998 a monument organizing group was formed, and the idea was floated at the Triumph Forum. This is a six-monthly gathering of officials from the great majority of the many Triumph based car clubs in Britain, at which ideas of mutual interest are discussed and progressed. The TR Register took on the primary responsibility for the project, the organizing team being led by the tireless Dave Lewis, reader of the TR Register's Coventry local group and owner of a concours condition TR6. The club of Triumph forum agreed to contribute to the cost, in principal on a prorated basis according to their total membership numbers. In addition, sponsorship was sought out and was received from many local businesses in the classic car world. The final cost of the project, even allowing for generous discounts and gifts received, was approaching £10,000 (\$16,000), and this sum has now been raised, meaning that the monument has proved, as was hoped, self financed.

In addition to the stainless steel shield badge itself, which stands around 5 feet tall, there were considerable groundworks and building works necessary to accommodate it and show it off to best advantage. All these needed to be organized, as did the necessary permission from authorities. A lease of the land itself from the developers of the whole site and also arrangements for upkeep, insurance and maintenance of the monument was needed as well. This, as can be seen in the photographs, is beautifully crafted in stainless steel, with the words "Standard Triumph" in raised, hand-cut stainless lettering. On

the front are plaques engraved with the names of the various businesses, clubs and individuals who have donated money to the project, including, from the USA, the Indiana and Minnesota Triumph clubs and the Montreal Triumph club from Canada. As a matter of interest, it was learnt only just prior to the monument's unveiling exactly what the Triumph Shield Medallion was originally designed to represent. Evidently, it is a stylish representation of the opened wings of the Wyven of West Mercia. A Wyven is a mythical bird, and West Mercia is the name for the ancient province of Britain in which Coventry now stands.

Despite production problems and delays, the monument was ready on time, the stainless steel badge being winched into position a few days prior to Sunday 16th April. It was boarded over for safety, and final arrangements were made. For the actual ceremony, more than 100 special guests were invited, including prominent ex Standard-Triumph employees, car designers, competition drivers with Triumph connections, officials from contributing and organizing clubs and principal financial contributors. Most notable among the guest was Mr. Harry Webster, now well into his 80s, a former Director of engineering at Standard-Triumph, and the man with overall responsibility for production of several of the cars we now love so well. Harry Webster was invited to pull the cord that actually unveiled the memorial, and to assist him was the Lord Mayor of Coventry, actually a lady, but still in this peculiar country called Lord Mayor. Amazingly, she had herself actually worked at the Triumph plant in her younger days, and so had a direct interest in and connection with the memorial. A car park for 50 interesting and historic Standards and Triumphs was placed directly behind the monument, and several hundred other cars produced by the company also arrived. These were accommodated across the road in the grounds of a newly built factory. Several Standards and Triumphs from the 1920s and 1930s arrived as representatives of nearly every model built by the



Graham Robson, a former employee at the Canley site and noted authority on Triumph motorcars, presented the commentary.

At twelve noon, Harry Webster and Lord Mayor unveiled the edifice to great applause.

company. Even such rarities as a Standard Vanguard Estate Car and a Triumph Herald Courier (a small, Herald based, panel van) were there. My own ex-rally TR3A was on show, as were many other TRs of all sorts, and Spitfires of each marque. A one-owner from new Stag was there, and about the only model of Triumph absent was the late 40s/early 50s razor-edged Renown Saloon. Two Roadsters in matching black turned up to compensate, however.

Press, TV and Radio coverage was notably good, and a great deal of interest was generated locally.

Graham Robson, that noted authority on all things Triumph, and himself an old employee on the Canley site, carried out a most professional commentary. At precisely twelve noon, Harry Webster and Lord Mayor pulled their cords and the splendid edifice was revealed to rounds of applause. Even the sun shone, which was pretty remarkable as both the day before and the day after saw heavy rain. Among the speeches and the interviews conducted by Graham Robson was one with Mike Moore, the well known Californian Triumph owner who just happened to be in England on business, and who just happened to hear about the unveiling on the curb grapevine – not surprisingly, Mike took the distance award.

At around 12:45, the principal guests were invited into the social club for lunch and drinks, and many a reminiscence was heard, and not a few a tear shed for 'the old days'. Congratulations were showered on those whose hard work and money had made the project a reality, and a good time in a good cause was had by all.

So there it stands a beautiful monument to remind all that once upon a time some splendid, long lasting sporting cars were built on this site. Should you ever find yourself in Coventry, take a cab to the Herald Avenue, Canley, and reflect upon the industry of the many thousands of people who made it all possible. And who now will not be forgotten. ☉

the Legacy of Jaguar

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engine was introduced. This proved to be poor timing as less than a year later the oil embargo put a crimp in big engine desirability. Including the V-12 models, Jaguar produced close to 67,000 XKEs.

The successor to the XKE was the XJS. This represented a change in sports car philosophy, as the lines became square, opposed to the rounded, flowing lines of the XKE. This proved to be a plus as American sports car enthusiasts accepted the new shape like a breath of fresh air. Today, this is one of the most popular of all the Jaguar models. However, the halo for Jaguar in the late 1980s and early 1990s was the XJ sedan. This car enjoyed enormous sales and critical success. The XJ was a stylish statement of elegance in a world dominated

by cookie cutter Mercedes and BMW sedans.

When Ford purchased Jaguar in 1989, many felt the end of the Jaguar mystique would soon follow. When, in fact, the exact opposite has occurred. Today's Jaguars can arguably be called the most praiseworthy line of automobiles in the world. The XJ series has been elevated to the top of the luxury car market. The XK8 and XKR are perhaps the finest of all premium sports cars, and the new S-Type has become a qualified sales success.

Jaguar's growth has created a renewed interest in the entire historical line of Jaguar coupes, sedans and sports cars. Regional clubs are growing as desire for all expands. Value of most Jaguars is also at an all-time high, making this the new golden age for all things Jaguar. ☉

SIGNIFICANT JAGUARS THROUGH THE YEARS

Year	Model	Engine	Horsepower	Production
1949-54	XK120	3442cc	160-180	12,078
1950-57	Mark VII	3442cc	160-190	30,200
1951-53	C-Type	3442cc	200	54
1954-57	D-Type/XKSS	3442cc	250	87
1954-57	XK140	3442cc	190-210	8,884
1957-61	XK150	3.4L/3.8L	210/220	7,929
1958-61	XK150S	3.4L/3.8L	250/265	1,466
1960-69	Mark II	2.4L/3.4L/3.8L	120/210/220	91,226
1961-71	XKE	3.8L/4.2L	265	57,230
1963-69	S-Type	3.4L/3.8L/4.2L	210/220/245	34,972
1972-75	XKE	5.2L	272	9,382
1996-00	XKB	4.0L	281	In production
2000	S-Type	3.0/4.0	240/281	In production
2000	XKR	4.0L	370	In production



QUICK COMPARISON

	1975 XKE	2000 XKR
Type	2-seater	2+2
Models	Coupe/Roadster	Coupe/Convertible
Engine configuration	V-12	V-8
Engine size	5.3L	4.0L
Induction	Carburetors	Supercharged
Horsepower	272	370
Length	189.6	187.4
Wheelbase	104.7	101.9
Weight	3450	4021
Original Price	\$9,200	\$89,000

	1969 S-Type	2000 S-Type
Type	5-seater	5-seater
Models	Sedan	Sedan
Engine configuration	1-6	V-6
Engine size	4.0L	3.0L
Induction	Carburetors	EFI
Horsepower	245	240
Length	187	191.3
Wheelbase	107.7	114.5
Weight	3700	3650
Original Price	\$7,800	\$42,500

Tech Tips

Speedometer and Tachometer Quick Check

When picking through the instrument box at a swap meet or looking at a British used car parts store, bring along a battery powered portable drill. Set it to the highest speed setting and install a large Robinson screwdriver (or similar) bit in the chuck. Insert the bit into the cable input on the back of the tachometer or speedometer and turn the drill on. Most high-speed drills will show about 2000 rpm on the tachometer and about 40-mph on the speedometer.

J.R. Rehrew
Victoria, BC

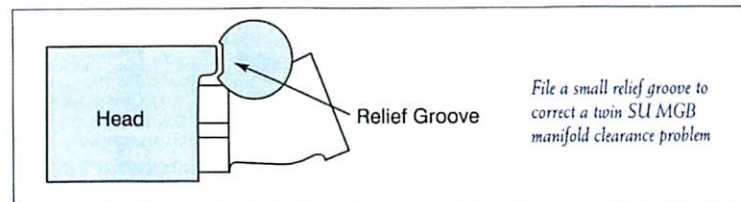
Twin SU MGB Manifold Clearance

When fitting a twin SU MGB manifold up to the head of an MGA/MGB, be sure to check for adequate clearance between the head valve cover gasket rail and the ends of the manifold balance tube. If interference occurs, the surface where the manifold mates with the head cannot lay flat against one another, jeopardizing the seal of the gasket and/or compound used at the joint. If failure occurs, the result will be an air leak, a lean air/fuel mixture, and subsequent poor running.

Correction is simply a matter of material removal on the head or manifold. I chose to file a small relief groove at both ends of the manifold where the contact occurred. (See illustration below).

The likelihood of your engine having this problem may be small, but a simple visual inspection can save a lot of unnecessary labor in the future.

Ronald Hlavka
Alta Loma, CA



Tech Tip Alignment Correction

Mr. Gordon Perry recently wrote in to your magazine to say that the 0.38 degree toe-in I described in my "String and Eyeball" alignment method was too much. I believe that he is correct. I based my original statement on the MGA workshop manual, which describes the correct toe-in as "wheels parallel" and gives no tolerances. The 0.38 degree toe-in has given me excellent handling and long-term tire wear, but the geometrically similar MGB lists that allowable toe-in as 1/16th to 3/32ndths of an inch using the measurements Mr. Perry describes. It would be a simple matter to eliminate the trailing edge of the front tire and stretch the string across these spacers when adjusting the alignment (the difference between the front and rear track is 1-1/4", which is 5/8" on each side of the vehicle). This effectively makes the front and rear track identical, so the string and eyeball method will set the toe-in to "wheels parallel." Scraps of plywood should work fine as the spacers. This is, after all, a "string and eyeball" procedure, which is only intended as a quick way to get a rough at-home alignment.

Steve Tom
Acworth, GA

Wrinkle Finish Paint

Here is something I found out that might help others who want to paint with wrinkle finish or textured paints. My 1965 Sprite's dashboard was originally painted with this "textured" paint and when I had the dashboard off to have the car professionally repainted (inside and out), I decided to repaint the

dash myself. I removed all of the instruments and sandblasted the old paint off. I used a premium gray primer and lightly wet sanded with a fine grit "sponge" type abrasive instead of sandpaper to get into the cracks easily. I then applied three coats of Jet Black Wrinkle Finish paint and another coat in 5 minutes as the instructions indicated. A relatively heavy film thickness is required for a product to wrinkle. I waited two hours and the paint had only wrinkled in one or two places. I applied more paint and the result was still unsatisfactory. I stripped the paint and primer, re-primed and re-sanded and was ready to try again. This time I used the force-dry method to improve the finish. I repainted the panel just as before, but after I had finished, I put the panel under four heat lamps. The paint began to wrinkle within seconds and the whole dash was wrinkled in a few minutes to a very original looking finish. The trick with this paint is to use heat to accelerate the process.

Glen Alvis
Wichita, KS

Condensation Prevention

For many years I have had problems with keeping any and all moisture out of my MGB and MGA turn signal/brake light units. Even with new seals between the lenses and the units, when I would remove the lenses for cleaning, there would be moisture or condensation on the lenses.

My solution turned out to be very easy. I placed one packet of silica gel in each of my rear turn signal units (being careful to keep it away from the bulb), mounted them with a bit of double-sided foam tape, installed a new gasket, and then replaced the lens.

The result: No condensation inside of the units after winter hibernation. For the concours people, it is very easy to remove the packets before any meet or show.

Brian Toye
Portland, OR

Abingdon in the 1930s

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oven" or "Your mother-in-law has arrived to stay." Most of the workers at Abingdon came from the surrounding countryside, which was very rural at that time, and they had never worked in heavy industry before (like I previously had on the railway). They were grateful to be employed at M.G. and this contributed to the family atmosphere I have referred to. Incidentally, we always kept our swimming costumes in our lockers, and on warm days, before we had lunch, we used to hop across the road and swim in the River Ock, (from whence today's Ock Street in Abingdon gets its name). Holidays were taken as and when, but usually the factory closed on the last week in August and the first week in September. While they cased up the production line, the Service department remained open, so that owners could bring their cars in to be serviced during their annual holiday.

At that time the wages at M.G. weren't so bad-about 1/8d (35¢) per hour as I recall, and there were a few perks of the job. Quite a few of us had motorcycles and both Cyril Brown, (who worked with me on rejects) and myself had "Ariel Square Fours". Very few of the workers, by the way, had a car although they were working on them all day. At M.G. we paid about 1/6d (30¢) a gallon for petrol and 81/2d a pint for oil, but to get these prices, you had to produce a note signed by your supervisor, and if you weren't doing a good job, or had been late for work-no note was forthcoming. Ⓜ

Old pre-decimal English currency conversion chart:

12 pence=One shilling
Twenty shillings=One pound
240 pennies to one pound sterling
One pound was worth \$4.00 in 1932
Ten shillings was worth 2 dollars,
One shilling was worth 20 cents
1/6d was worth 30 cents

CAR MART

We request a \$10 service fee for each vehicle advertised, for an additional \$25 we will feature a color photograph of your car. British cars only, no parts, exporters, and no dealers please! Text is to be 30 words or less and it helps sell the car if an asking price is quoted. If using a credit card for payment, be sure to include your credit card number and

expiration date. Closing date for the next issue is September 1, 2000. Please send your ad, photo and remittance to: Moss Motoring Sports Car Mart, 440 Rutherford Street, Goleta, California 93117. We cannot accept ads via e-mail. Please label photographs with name, address and telephone number. Sorry, photographs cannot be returned.

AUSTIN HEALEY



1963 Austin-Healey Sprite. Runs good, body and interior in good shape. \$6,500 (208) 939-2959. ID

JAGUAR



1971 XKE-V12. 4 Speed Cenn Box. Coupe. New 2 stage paint. No rust. Needs some interior work. All new rubber on doors, windows, bonnet. Ask \$18,500. (978) 568-0171. E-mail Lally@wiremachineryco.com MA

M G

1947 MG-TC 'Special' Supercharged Vintage Race Car. Original owner. Race history. Appraised recently at \$22,500. Make offer. For more information, photos and copy of appraisal, call or fax Bonnie at (206) 624-3167. E-mail lagleric@yahoo.com or refer to website: <http://www.tensegrity.fs.com/mgtc/mgtc.htm> WA

1948 MG TC. Clipper Blue. Good Black top, side curtains

Runs Good. Last painted 1970. \$13,250. (561) 691-0678 Please no calls after 9:00pm EST. FL



1951 MG TD. Excellent condition, 99% restored. Red w/black interior. Strong running car. 1600 engine, clutch & trans. New brakes and tires. Needs new canvas. \$15,500. Maureen (206) 783-4576 WA



1951 MG TD. Black, red interior, camel ragtop. Fully restored over last 2 yrs. Documentation available. Asking \$22,500. Garaged in Leesburg, FL. Drive it home! (352) 343-4589. FL

1952 MG TD. Blk w/red interior, radio & heater, strong runner, excellent cond., tan canvas top & side curtains, everything works. All numbers match. \$13,500. (570) 286-7682 PA

1953 MG TD. Black/Red. Older restoration, stored 10 years. 200 mi. on rebuilt engine. Borrani wires, original discs, spare engine & trans. No rust. Needs carb overhaul. \$7,000 (810) 264-6941 MI



1953 MG TD. Frame up rebuilt, new interior, top, tires, wheels, chrome, battery, wiring, eng. rebuilt & detailed. Body stripped in red & gray primer, no rust. \$12,995 (636) 240-3449 MO

1974 MGB/GT. Red with black interior. Extra parts. \$3700.00. Call anytime. (904) 935-6646. FL



1974 1/2 MGB GT. Red/Beige interior/Ronal wheels. Looks and runs excellent. No rust. Serviced by Mission BMC Service. Interior new. \$3,950 O.B.O. Rey (949) 362-6086. Fax (949) 362-6087. E-mail: reysart@bigplanet.com. In Southern California. CA



1976 MGB. Is this the one you have been looking for? 74,000 miles, essentially original, 5 new tires, top, runs great, \$5,500. Shreveport, LA. (318) 865-0888 LA

1978 MG Midget. Porsche-Guardsman Red with black interior. Low mileage with new clutch, brakes and tires. Weber carburetor with electric choke. Good condition! \$4,500 OBO (812) 547-7365 jamie_n_mick@yahoo.com LA



1979 MGB. British Racing Green. Rebuilt engine, dual carb, runs great! New: leather interior, carpeting, top, wheels, tires, CD player, and more. Body great. \$10,000. (937) 339-9708. OH



1979 MGB Limited Edition, 41,000 orig. miles, black/black, A/C, new paint, top, carpet, and tires; all parts to original specs.; show car condition, \$12,495 OBO, John (210) 690-3053 TX



1979 MGB - Viper Red w/ Black Interior, 4-speed w/factory overdrive. Arizona car. Mint cond. \$6,000 U.S. OBO. (204) 222-2283 Canada

1980 MGB, Carmine (Maroon), tan interior, 35k original miles, overdrive, tonneau, no dents, new paint (12/99), exhaust manifold and brakes. Runs great. Asking \$6,000 obo. (978) 372-6747 MA

T R I U M P H



1960 Triumph TR3. Excellent driver: mechanics at or near factory specification, aesthetics extremely pleasing. Much on-frame restoration work. Asking \$11,750. Can be seen in Columbia, MD. James Smith (301) 596-5250. MD



1960 Triumph TR-3. Complete, professional ground up restoration. Roll bar. Looks and drives like new. \$19,000. (262) 763-5963. E-mail pilot13@execpc.com WI

REMEMBER

THE CLOSING DATE FOR ADS IN THE NEXT ISSUE IS SEPTEMBER 1, 2000.



1960 TR3. Professionally restored 1998. Black with red int. New top, tonneau and side curtains. \$16,000 OBO. (215) 567-7508; whshome@njcc.com NJ



1963 Triumph TR4. VIN #63CT12095L. 72,903 Miles. Red with Grey Leather Interior, White Convertible Top, Rebuilt Motor with Big Bore Kit, New Chrome & Stainless Steel. California Car, garaged. \$10,300. (562) 947-3001. CA



1975 Triumph Spitfire CV. 04 Cylinders. Restored 70%. Asking \$2,500 Paul (505) 294-5278. NM

1976 Triumph Spitfire. Totally restored, custom paint, new upholstery. Engine runs great, many extra parts. \$4,200 (480) 419-1252 mgrant@tkinet.com AZ

BRITISH MOTORING EVENTS CALENDAR

SEPTEMBER/OCTOBER 2000

SEPTEMBER

- 10 20th Annual British Motorcar Gathering Manchester, CT: 860-482-8876
- 10 Concourse d'Elegance Dayton, OH: 937-225-2230
- 10 22nd Annual British Car Meet Palo Alto, CA: 310-392-6605
- 10 18th Annual British Car Meet Palo Alto, CA: 310-392-6605
- 14-17 British Invasion Stowe, VT: 401-766-6920
- 14-17 Trials 2000 Rockford, IL: 815-654-9566
- 14-17 Atlanta Historic Road Races Atlanta Raceway, GA: 888-477-5999
- 19-22 Southeastern Regional MG Festival Dillard, GA: 706-268-1045
- 15 GOLF Ontario, Canada: 905-836-1406
- 16 MGs on the Green Davidson, NC: 704-455-3500
- 16-17 Fall Finale Seattle Intl. Raceway: 206-232-4644
- 16-17 Drivers School/Races NM: 505-878-6202
- 17 All British Car Gathering Erie, PA: 814-833-8130
- 17 9th Ann. Alpine Valley British Car Show & Swap Meet Chesterland, OH: 330-854-5502
- 21-24 Southeastern Classic Myrtle Beach, SC: 704-867-9809
- 21-24 GoF Mk 70 Rochester, NY: 909-851-3030
- 21-24 Anaheim Thunder Anaheim, CA: 800-280-8272
- 22-24 Elkhart Lake Vintage Festival Road America, WI: 616-949-8281
- 23-24 Pueblo Enduro Pueblo Motorsports, CO: 970-586-6366
- 23 8th Annual Very British Car and Motorcycle Meet Fresno, CA: 559-297-0102
- 23 All British Autumn Meet Chester, NJ: 908-369-4654
- 23 Northeast Sport and Classic Foreign Car Show Saratoga, NY: 518-864-5361
- 24 All British Car and Motorcycle Show Lincoln, NE: 402-475-1302
- 24 16th Annual Richmond British Car Show Richmond, VA: 804-264-8551
- 24 18th Annual Greater LA British Car Meet Woodley Park, CA: 310-392-6605
- 24 18th Annual Fall Round Up Dayton, OH: 937-898-3620
- 29-1 10th Annual Rio Grande Valley Reg. Rendezvous Alamogordo, NM: 505-345-4207
- 29-1 7th Annual Blue-Gray Challenge Summit Point Raceway, WV: 603-640-6161
- 29-1 Battle of Britain 2000 Wings and Wheels Santa Monica, CA: 800-235-6954
- 30 21st Annual MGs on the Rocks Bel Air, MD: 410-817-6862
- 30 Wings and Wheels 2000 Hummel Air Field, VA: 804-758-2753
- 30-1 Vintage Grand Prix Mare Island, CA: 925-736-2823
- 30-1 Formula Cars Festival Willow Springs Raceway, CA: 310-530-9731
- 30-1 9th Annual Tri-Healey Kimberling City, MO: 417-883-8849

OCTOBER

- 1 British Car Days San Diego, CA: San Diego British Car Club, Steve Kirby 760.746.9028
- 2 Texas All British Car Day Round Rock, TX: 512-250-9498
- 4-7 Hershey Fall Meet Hershey, PA: Antique Automobile Club of America 717.534.1910
- 6-8 5th Ann. TE/AE S.O.S. Roundup Birmingham, AL: 205-823-3644
- 7 4th Annual MGs at Mercer Doylestown, PA: 610-446-2073
- 7 Bradley/Mathews Birthday Bash Race & Party Mountain View, CO: Nostalgia Racing, Inc. 303.456.2766
- 7 Tenth Annual British Car Festival Mobile, AL: 334-626-6289
- 7 Maryhill Hill Climb Maryhill Loops Road, WA: Society of Vintage Racing Enthusiasts Judy Buckingham 206.232.4644
- 12-15 Vintage Races Virginia International Raceway, VA: Sportscar Vintage Racing Association Paul Bench 603.640.6161
- 14-15 Rocky Mountain Vintage Racing New Mexico Road Course, Albuquerque, NM: Catie Davis 970.586.6366
- 14-15 Phoenix Vintage Grand Prix Phoenix International Raceway, Phoenix, AZ: Vintage Auto Racing Association 800.280.8271 www.varacing.com
- 14-15 Road Course Albuquerque, NM: 970-586-6366
- 15 Hunt Country Classic British Car Show Middleburg, VA: Douglas Campbell 703.768.1706
- 15 The California Autumn Classic San Juan Bautista, California: Bill Meade 831.722.3253
- 19-22 Atlanta Historic Races Road Atlanta, GA: Historic Sportscar Racing Group 888.477.5999
- 19-22 Triumphfest 2000 San Diego, CA: Triumph Club of San Diego, Mel Hildebrandt 858.485.1634
- 19-23 Savannah Historic Races Roebeling Road Raceway, GA: Historic Sportscar Racing Group
- 20-22 9th Annual Vintage Fall Festival College Station, TX: Corinthian Vintage Auto Racing Art Summerhill 972.258.1987
- 21 14th All British Fall Festival Field Meet & AutoJumble Tampa, FL: 813-752-0186
- 21-22 Classic Festival of Speed Coronado, CA: Historic Motor Sports Association, Cris Vandagriff 818.249.3515
- 26-29 Southeastern Regional Convention Lake City, FL: 407-366-1377
- 28 Britia at the Renaissance Faire Florence, AL: 888-356-8687
- 28 16th Annual British Car Day Patriots Point, NC: 843-849-9707
- 28-29 Kruse International Auction Las Vegas, NV: 800.968.4444
- 28-29 Racing Weekend Sears Point Raceway, CA: Classic Sports Car Group 925.736.2823

BATTLE OF BRITAIN

 **2000**
60th Anniversary



Park your British classic on the apron with Operational World War Two aircraft.

September 30th - October 1st, 2000

The Museum of Flying in Santa Monica California has a yearly fund raiser. Last year Moss Motors assisted the Museum in their annual Wings and Wheels event, that combined British cars and the museum's collection of British aircraft. It has been 60 years since the Battle of Britain, and in honor of the anniversary, the RAF Benevolent Fund, Moss Motors and the Museum of Flying have teamed up to commemorate this significant period of history with a major celebration that will include both British and German aces and pilots from this period.

Saturday September 30th from 10am to 3pm there will be a Symposium on the Battle of Britain, featuring a discussion of shared experiences between the RAF and German Aces and Pilots who fought this battle against one another. Admission \$50.*

Guests include:

Mr. Alex Henshaw - Spitfire Production Test Pilot • Group Captain John Cunningham - Battle of Britain RAF Pilot • General Gunther Rall - German Battle of Britain Ace
Major Hans-Ekkehard Bob - German Battle of Britain Ace Flying Officer Reg Tunstall - British Battle of Britain Pilot • Mr. Harry Cullig - W/CMDR RFL - British WWII Fighter Pilot
Mr. David Fyle - British RAF Spitfire Pilot • Mr. Mike Karatsoryi - Hungarian Bf109 Pilot • Mr. Hans Busch - German Pilot

Saturday Evening, September 30th features a Big Band Theme fund raising dinner-dance held in the Museum's hangar. Period attire is appreciated. For more info phone 310-392-8822 Ext. 549

Sunday, October 1st is the British Wings and Wheels Expo. From 10 am to 4 pm. Two Spitfires, a Hawker Hurricane, a de Havilland DH82A Tiger Moth and a Messerschmitt Bf-109E will be on display on the Museum apron. Weather permitting, all of the above aircraft will fly. Displayed cars are welcome to participate in a popular choice award show. For more info contact: Kelvin Dodd 1-800-235-6954 Ext. 3203

In addition the day will offer:

Biplane rides • A British Town Crier • British Movies • British Food • Souvenirs • Raffles • Music

Sunday \$10 adults, \$6 seniors, \$3 children under 16*

*Proceeds will benefit the Royal Air Force Benevolent Fund and the Museum of Flying



New Products

MGA 1600 MKII, 63-67 MGB

Lead Free Cylinder Head Assembly

These non-air port cylinder heads can be used on later MGB's that no longer use the airpump or water choke. They can also be fitted as a high performance head to earlier MGA's as the larger valves will benefit breathing. Comes assembled complete with valves and springs.

451-518 \$695.00



MGB 1975-80

Cylinder Head Assembly,

complete with valves and springs

These heads are machined for airport injection and waterchoke fitment.

455-518 \$695.00

cylinder heads



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