

MOSS **MOTORING**

Amazing Restoration —
The Swallow Doretti



Plus:

A "Minor" Miracle —
A Morris Returns
Home After 20 Years

Spring, 2000

Volume 19
Number 1

MOSS

British motoring events

FEBRUARY, 2000

20 All British Car Day, Phoenix AZ, (602)439-1142

MARCH, 2000

5 Wheels of Britain, Phoenix, AZ, (480)759-9386
 12 All MG Car Day, Phoenix, AZ, (602)439-1142
 18-19 Spring Fling VI, Lake Helen, FL, (904)789-5749
 25 All British Show, New Orleans, LA, (504)288-4019
 30-Apr 2 VTR Regional Meet, Wagoner, OK

APRIL, 2000

2 British Car Show, Lynchburg, VA, (804)386-5472
 7-9 North/South MG Meeting, Santa Maria, CA, (805)736-6362
 7-9 Texas Healey Roundup, Kerrville, TX, (713)664-6445
 14-16 MG Gathering of Faithful South, Mt. Dora, FL, (407) 860-4577
 29 British Car Show, Old Mesilla, NM, (505)524-8887
 30 All British Car Day, Dallas, TX, (972)918-8829

MAY, 2000

6 Moss Motors Britfest, Horseshoe Lake, NJ, (800)431-2496
 6-7 Moss Motors British Extravaganza, Buttonwillow, CA, (800)235-6954
 7 Get The Dust Off Rally, Baltimore, MD, (410)817-6862
 13 British Motor Classics, Atsion, NJ, (856)881-3526
 14 All British Show, Dixon, CA, (916)783-7375
 18-20 Bluegrass Austin Healey Club Springthing, (502)896-2832
 19-20 All British Show, Oklahoma City, OK, (405)722-0457
 19-21 All British Meet, Las Vegas, NV, (702)363-3881
 20-28 4th Annual British Car Week, <http://members.aol.com/lrmgafun/britishcarweek.html>
 21 British Car Meet, Richmond, VA, (804)527-1515
 26-28 Champagne British Car Festival, Champaign, IL, (309)663-5372

JUNE, 2000

3 Marques on the Green, Louisville, KY, (502)491-1517
 4 Red Mill British Car Day, Clinton, NJ, (908)713-6251
 4 Huntington Beach Concours, Huntington Beach, CA, (714)375-5023
 8-11 MG GoF Mk 69, Rutland, VT, (909)851-3030
 8-11 Vint. Sports Car Rendezvous 2000, Thunder Bay, Ontario, Can, (807)475-9729
 9-10 Heartland MG Regional, MO, (785)267-6033
 10 British Car Day, Mankato, MN, (507)387-2277
 11 Euro Car Day, Williamsville, NY, (716)662-1696
 15-18 MG 2000, Cleveland, OH, (330)678-9394
 25 British Car Day, Sussex, WI, (414)321-5644

JULY, 2000

12-15 Vintage Triumph Register Convention, Richmond, VA, (804)527-1515
 17-22 MGA Register GT-25, Morgantown, WV, (519)439-2033
 18-21 GoF Central, Duluth, MN, (651)436-7401
 23-27 Austin Healey Conclave 2000, Indianapolis, IN, (317)773-8676
 24-28 Austin Healey Rendezvous 2000, Ocean Shores, WA, (360)876-8236

AUGUST, 2000

2-6 VTR 2000 National Convention, Portland, OR, (503)357-5640
 4-6 British Cars New England Festival, Westminster, MA, (401)539-2879
 5 British Car Day, Dayton, OH, (937)293-2819
 11-13 MG Drive In #4, Indiana, PA, (908)713-6251

(please turn to page 29)

We are proud to bring you one of the most comprehensive listings of British car events taking place during 2000. If you are connected with an event and wish it to be advertised FREE reaching 200,000 readers—send details of your event as soon as the dates are confirmed, and at least two months in advance to: Events Calendar, *Moss Motoring*, 440 Rutherford Street, Goleta, California 93117. Closing date for insertion in the next issue is March 1, 2000.

2 ■ MOSS MOTORING

MOSS MOTORING is published by Moss Motors, Ltd.

Editor: Ken Smith

Contributing Writers:
 Jim Bull, Albert Escalante, Harry Newton, Ron Phillips, Paul Richardson, Ken Smith, and John Sprinzel.

Although we make every effort to ensure the correctness of technical articles, Moss Motors, Ltd. assumes no liability for the accuracy, safety, or legality of these contributions. All technical material should be weighed against commonly accepted practice. Any opinions expressed in this magazine are those of the authors and do not necessarily reflect the opinions or policies of Moss Motors.

Moss Motoring is © 2000 Moss Motors, Ltd. All rights reserved.

CONTRIBUTIONS INVITED

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our magazine production office at the address below:

Editor, *Moss Motoring*
 440 Rutherford Street
 Goleta, California 93117

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

\$150.00 GIFT CERTIFICATES
 Technical Articles, Multi-Page Feature Articles and Personality Profiles

\$80.00 GIFT CERTIFICATES
 Book Reviews, Club Article Reprints (humorous or general interest)

\$35.00 GIFT CERTIFICATES
 Technical Tips, Cartoons, Humorous Anecdotes, Puzzles and Photos (not photo contest contributions, however)

contents

Volume 19, Number 1

Spring, 2000

10 A Swallow Returns...
 The Story of the Swallow Doretti

14 A Minor Miracle
 A Morris Minor Tourer Finds Its Way Home After 20 Years

16 Photo Contest Winners
 The Top Picks from the Staff at Brooks Institute of Photography

22 True Believers!
 Enthusiasm is Not Just a Word at Moss.

28 The \$160 MG
 This U.K. deal was cheaper than a rental car.

Departments

At Full Chat	6
British Sports Car Mart	26
Events	2
Moss Mail	4
Nigel Shiftright	25
Sprinzel Speaking	8
Still Triumphant!	12
Technical Tips	20
The Nut Behind The Wheel	21
Through the Windscreen	24

Cover

The Swallow Doretti is an aluminum bodied, two seater sports car that was produced in England in limited quantity between late 1953 and early 1956. When one of these rare cars came out of hiding our Ken Smith was there to capture it on film.

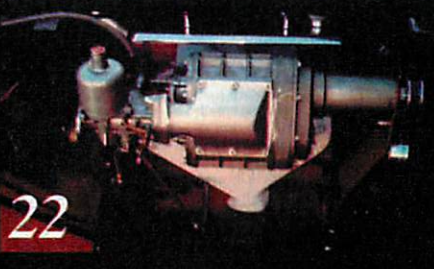
Volume 19, Number 1 ■ 3



10



14



22



28

moss mail

I just wanted to congratulate you on your promotion and also to express my appreciation for the very helpful service you provided while I have been trying to refurbish my 1963 MGB. I was especially impressed when after I had ruined a fenderwell piece of my new Moss Deluxe carpet set, you quickly sent me a replacement for that piece with no charge!

Recently, a passer-by was admiring my new interior and said he was considering ordering one from Moss but was unsure of the quality. I told him he was looking at a Moss interior and he said he would hesitate no longer!

I may have told your sales associate that I bought my MGB new in 1963 and would never consider parting with it. This is due in no small measure of the availability of almost any part, thanks to the excellent work of Moss Motors. It is easier and far more convenient to get parts now than when there were MG dealers operating!

Here's a photograph of my MGB—you can't see the interior but it does show off my Moss chrome wire wheels (and myself). Thanks again for your past service.

—Herren Floyd, Kingsport, Tennessee

The article in the Fall issue of *Moss Motoring* about British license plates had a photo of a Ford (Popular?) with a URA prefix. It reminded me that URA 1 was carried on the Rolls Royce of Sir George Kenning founder of the Kenning motor empire. In colloquial English the expression "You are a one!" is common jocularly. I believe Sir George also had URA 12—which would be an appropriate response!



Alan Davis' MGB



Herren Floyd's MGB

Also Bill Piggott mentioned Jaguar being given special dispensation to have the license numbers painted on the front of the E-Type. I recall reading at the time that after extensive track testing the car was at last taken out onto the public roads where the top speed was found to be significantly down! The car was examined in the shop, checked over and taken out again where the top speed was still down compared to the track. Eventually it was discovered that the normal type license plate, which wasn't on the car during high speed track testing, was causing sufficient drag to clip off several of those precious miles per hour!

—Murray Wilson

Here's a photo of our latest creation taken in deepest Cornwall, England which we thought your readers might be inter-

ested in. Car is based on a Heritage bodysheet and is fitted with Moss upgraded seats, Stealth alloy wheels and an KV8 style mohair hood.

Best wishes to all at Moss!

—Alan Davis, Callington, Cornwall, England

(Alan is an old friend of the Editor's from way back. I can remember him struggling up a mountain pass in Germany with a 1949 MG YA over 20 years ago!)

I much appreciated the edition of *Moss Motoring* which covered British license plates. However, Bill Piggott stated the letter "Q" was not used—yet I have an aluminum plate "QS 2923" which came off an Austin Healey 100-4 years ago. The plate was made by Hills of London WC. If anyone is interested in acquiring this single plate they can make me an offer, but I still need an answer as to why Bill said "Q" was not used. I was born, educated in England and owned an Austin Healey 3000 for thirty years and still drive a 1970 MGB GT.

—Gerald C. Ansell, Corvallis, Oregon

I have read the article on British number plates and thoroughly enjoyed it, however, I cannot figure out the numbers and the letters for the original license plate for our 1963 Morris Minor two-door RHD vehicle. It is "8307 SC" and this number has also been etched into the corner of each window.

Can you possibly decipher this for us and also tell us why the numbers were etched in this way and if this is a usual thing to do? Was this done at the factory while in the process of manufacture? We have been told this is in case the car is stolen and the numbers on the windows and the plates

don't match, but of course everyone is full of information at car shows! Hope you can solve this little dilemma for us.

—Carol Finlay

Great issues of *Moss Motoring*, especially the article on British license plates, however, one item may not be correct and that is, "the letter 'Q' was not used". I believe that "Q" letter plates were given to cars that were bought for export. I worked on both the Queen Mary and the Queen Elizabeth (the original one!) and used to watch as the cars were loaded into the garages of both ships. They had "Q" plates and were cars that had been driven in the U.K. before being exported by the owner. Cars exported to dealers did not get plates at all.

Also, I was recently in a garage in Virginia and on the wall was a set of "Q" plates and I was told that a customer had bought the car from an original owner but did not want the 'Limney' plates on the car so the garage kept them.

—John A. Meering, Port Tobacco, Maryland

We are ardent fans of Moss Motors. We enjoy your parts availability and the complimentary magazine, *Moss Motoring* that we receive.

Do you have any information as to how we could tow our 1972 MGB—four wheels down? We have a motorhome and would like to use the MGB as a tow dinghy, however we would like to ascertain if this is a good idea or not.

If it could be towed would the driveline have to be disconnected? We have contacted the makers of towbars but they do not make suitable brackets for MGs. Any help in this area would be appreciated.

—Jim and Sue Schlottbauer

(All replies to the Editor will be forwarded to Jim and Sue.)

Just a quick note to thank you for what I felt was the best issue of *Moss Motoring* to date especially the Summer edition last year. Well written, informative articles and although I am not an MG owner I especially appreciated the article and sidebar about the MG factory at Abingdon.

Sorry for not sending much business your way over the last year, but my daily driver, a Triumph Spitfire has been running so well, I haven't really needed much in the way of spares. Of course, being a British car, it is only a matter of time before my bliss comes to an end, you'll be in the money and my wife will be having credit card statements at me with a scowl on her face! Thanks again!

—Bill Robinson, British Motor Club of Utah

ken smith



You know how you feel sometimes when that big SUV is bearing down on you from behind your little British car on the freeway and you begin to think, "what the heck, I'll move over into the slow lane and let him go by!"

Well, for yours truly, it's time to back off the accelerator and move over into the slow lane as that big old SUV called *Father Time* bears down on me.

As of this issue I will be relinquishing the Editorship of *Moss Motoring* and also my position as Club and Events Coordinator for Moss Motors.

However, you will not be getting rid of me entirely as I will still be an active contributor to the magazine, and you will also see me acting on behalf of Moss Motors at certain events in the future.

I'd like to take this opportunity to thank each and every one of you out there for your friendship and warm welcomes during the past ten years, and also to those correspondents who have contributed so much to *Moss Motoring* during my tenure as Editor.

It's been a great ride, but there are times when common sense overrules ambition and my future ambition is not to get run down by that SUV! Both Barby and I look forward to seeing you on the road sometime, somewhere.

Au Revoir! ■

Ken Smith

Just love *Moss Motoring* and usually read it from cover to cover. You mentioned you would like input about what to put in or leave out.

I like it just the way it is and read the tech articles as well as the reports of shows, cars, and people. The addition of the *Nigel Shiffridge* strip last year was great, and as a TC owner of some 34 years, I see a little of myself in Nigel as I assume most TC owners do!

I also enjoy the mystery car contests and I really have to use the old gray matter to try and figure out what some of these cars are. Some are impossible unless you've seen them somewhere but I usually succeed in identifying your teasers!

I have been ordering parts from Moss for the above mentioned 34 years and have rarely had a problem.

—Clifford J. Lockrow, Hamburg, New York ■



mystery car

Here's a real teaser for you this issue! Can you identify the car depicted here? Answers on a postcard only please to Mystery Car Contest, Moss Motors, 440 Rutledge Street, Goleta, California 93117, to reach us by March 1, 2000. The first correct answer drawn at random from our Castrol drum will receive a \$25 gift certificate. ■

At Full Chat

Harry Newton



Duncan Hamilton in his 1953 Le Mans-winning 'Lightweight' C-Type Jaguar, 1990.

Touch Wood! Duncan Hamilton's High-Speed Life

At the Louis Vuitton Classic in New York a couple years ago, a Jaguar XK120 C-Type was one of the fifty diverse world-class vehicles exhibited. The 'C Jag' has been one of my personal favorites ever since the early-1950s, when I first saw Gordon MacKenzie competing, appropriately attired in his clan's tartan kilts. In those days before rollbars and Nomex, sports car racers were allowed considerable latitude when it came to safety equipment and personal livery.

In those days before rollbars and Nomex, sports car racers were allowed considerable latitude when it came to safety equipment and personal livery.

The Jaguar shown at Rockefeller Plaza was the very car that had been driven to overall victory at Le Mans in 1953 by Duncan Hamilton and Tony Rolt, both of whom were instantly elevated to a status that combined the best qualities of Robin Hood, Dragon-slayer and Archbishop. Some forty-five years after its most famous win, Hamilton's Jaguar remains in the family, now owned by Hamilton's son, Adrian...a definite 'chip off the old block'.

Duncan Hamilton is gone now, to the great road racing circuit in the sky. His son, Adrian, has continued the family business as a purveyor of thoroughbred cars to an international clientele. And, like his father, Adrian has considerable style. Following the 1998 Monterey Historics festivities, a copy of *Touch Wood!*, Duncan's autobiography, arrived in the mail. I read it in a short two days.

Not merely a chronicle of one man's automotive addiction, *Touch Wood!* provides an introspective cross-section of the lifestyle of the 'comfortably-well-off' in the years preceding, during and after W.W. II. Born in Ireland and raised in the shadow of England's famous Brooklands racing facility, Duncan Hamilton was the prototypical gentleman sportsman. Adventure is where one finds it, and for Duncan Hamilton that meant motorsports. It should be noted, though, that he also made his mark as an aviator, skier, and yachtsman, at one point keeping his black-hulled 120' ketch in the Mediterranean.

Four years after his first competition, at Prescott Hill in 1946 at the wheel of the ex-Sir Malcolm Campbell R-Type MG, Duncan raced a Nash-powered Works Healey at Le Mans, where he and Tony Rolt finished a most creditable fourth overall. He again drove for Donald Healey the following year and would compete in that most famous of endurance races seven more times before hanging-up his helmet and goggles in 1959.

During his first four years as a racer, Hamilton had graduated from the MG to a series of potent pre-war cars, including a Bugatti 35B and a Maserati 6CM of his own. In addition

to driving privately owned cars, he raced for several 'works' teams; Healey, HWM and Jaguar, for whom he first raced at Le Mans in 1952. *Touch Wood!* is filled with vignettes describing the former Royal Navy aviation officer's enthusiastic participation in the social aspects of motor racing just as was the case with on-track competition. In fact, much of *Touch Wood!* is devoted to anecdotes of escapades involving drivers and crews in the pubs and hotels of Europe; at Zandvoort, Berne (the Swiss GP still was in business at that time), the Nurburgring, and Goodwood, to name just a few venues.

And, while mortality obviously was much on Hamilton's mind when he wrote his memoirs, he managed to put danger into an acceptable perspective. For exam-

TOUCH WOOD!



DUNCAN HAMILTON
Autobiography of the Le Mans winner

New edition with Doug Yoe

ple, when writing about the 1950 Swiss GP, where the great Achille Varzi and a lesser-known driver, Kautz, lost their lives, he went on to report that his friend George Abecassis "...failed to finish. A telegraph pole got in his way and removed the back of the Alfa and one of its wheels."

One gets the impression that Hamilton viewed racing as an activity something akin to fox-hunting or golf, an excuse for persons with similar tastes (and resources) to have a jolly good time, with the results merely a means to keep score. When he finished third overall at Silverstone in 1951, at the wheel of his just-purchased XK120, Duncan rationalized that the two cars that beat him to the checkered flag both were factory-prepared XKs, piloted by Stirling Moss and motorcycle-racer Charlie Dodson. He seems to have enjoyed other drivers' good performances as much as he did his own and his admiration of the vehicles and his knowledge of their provenances bordered on encyclopedic. Even when injured, sometimes quite severely, there was no self-pity; such was part of the price one paid for the privilege of competing in so fine a sport.

...while mortality obviously was much on Hamilton's mind when he wrote his memoirs, he managed to put danger into an acceptable perspective.

Though best known for his fine drives in C and D-Type Jaguars, Duncan Hamilton actually was what today might be called 'an equal opportunity racer'. Cooper, Maserati, Ferrari, Talbot-Lago and E.R.A. all were marques associated with the Duncan Hamilton style. It came as something of a surprise to learn that the well-traveled international driver raced only once in the USA, in a D Jaguar at Sebring in 1956. Brake failure ended the day for Duncan and co-driver Ivor Buch, but still his anecdotes about revelry in New York and Miami watering holes make it clear that he didn't consider it a wasted trip.

The deaths of Peter Collins, Stuart Lewis-Evans and Peter Whitehead in the latter half of 1958 weighed heavily on Duncan Hamilton. When Mike Hawthorne was killed in a road accident that December, Hamilton came to the realization that the time had come to call it quits. Even retirement from racing was cause for yet another party; this one was held at the Royal Thames Yacht Club and was attended by many of the friends made during his years of competition driving. We can presume that yacht racing was pursued with the same dedication and bon hommé.

More than a chronology of a man's life, *Touch Wood!* is a celebration of his pursuit of a career in

motorsports. It might be said that Duncan Hamilton's motto could have been taken from one of Frank Sinatra's best-known songs, *I Did It My Way*. —Harry Newton

(Our venerable contributor, Harry Newton, welcomes dialogue and correspondence from readers, and attempts to respond to all letters. But, be cautious, it is difficult to reply when a letter contains no return address, or one that is incomplete. Often, he doesn't reply in writing, preferring to talk on the telephone... again only if a complete number with area-code has been provided. Please note that he may also be reached via e-mail at HARRIANEWTON@msn.com—Ed.) ■



divine or duplicitous inspiration?

During a visit to the new Walter P. Chrysler Automobile Museum, in Michigan, enthusiast Richard Wagner observed an uncanny resemblance between the Jaguar XK120 that appeared in 1948 and the Chrysler-Newport concept parade car that was built seven years earlier. He sent along to me, several photographs to make his point, showing the fender lines and cockpit contours are quite similar, validating the assumption that both companies were, at the very least, 'on the same page'.

Did one design, Chrysler's, influence the post-war Jaguar sports car? Not so, say several authors whose books on the subject are considered 'gospel'. However, it is pretty well accepted that one design, that of the pre-war BMW 328, did strongly influence the XK120. In fact, a particular example that was bodied by Carrozzeria Touring for the modified Mille Miglia bears many of the same clues that caught the attention of the observant Mr. Wagner.

—HAN ■



Springzel Speaking

John Springzel



The REAL Thing!

TRUE OR FALSE?

John meets up with a very old friend...indeed!

I have just returned from a visit to the U.K., where a couple of my old competition cars were auctioned. The first was the original 'Sebring Sprite' which I raced and rallied during 1960, '61 and '62. The poor old thing was in a terrible state, after years of neglect—not just in the proverbial barn, but also in one where the roof had fallen on it! That this wreck fetched well over \$25,000 was just amazing, but at least one could be certain that the car was the original one, although very much modified and often

registration number, PMO 200 from my sister's Volvo, to further 'enhance' the value. This modern copy car went for \$15,000 (without the license number) in spite of being beautifully restored, and ready to go on any of the retro events, which crowd today's competition calendar.

All this activity got me thinking about the many restorations, which have now appeared. Originally, we built six of these alloy and fiberglass coupes driven by such notables as Stirling Moss, Vic Elford, and Paul Hawkins as well as myself. A team of them won the manufacturer's prize in the Nurburgring 500 Kilometer GT race and at one time they held the class lap record at pretty well every British race circuit. Nowadays, in addition to four 'restora-

tions' of the original cars, there seem to be about another half dozen, which are even more modern than the Pirelli Marathon car of 1991, and some even carry Triumph Dolomite engines. While I have no objection whatsoever if folks want to build copies of our old Sebring, I wonder at which point the original cars become restored to the point of fraudulence.

Jonathan Whitehouse-Bird has rebuilt one of the old team cars entirely out of the correct parts, and even managed to get Len Pritchard, of the famous bodyworks Williams and Pritchard, to reconstruct the hardtop in the manner in which he built the first cars. Paul Woolmer, who bought my original prototype, has written to me to say he intends to do the same thing. The photo above shows the car in its heyday,

with Vic Elford and Paul Hawkins—two future Grand Prix drivers—in their first International outing on the 1961 RAC Rally of Great Britain. My car, which had been second overall the previous year, was available because I was sharing Hans Walter's Porsche Abarth Carrera in his drive to win the European Rally Championship. (He succeeded!)

The photos at left show the Sebring in 1969 with the new registration number 248 DKN, which the second owner had used. After several inversions and owners, the Sprite now carried a different plastic front (the original had been aluminum) and a Ferrari-like fastback top. The doors, windshield and platform look reasonably original. If you now glance at the photo on the next page center left, you will be as horrified as I was, to see what looks like a total wreckage, which bears little relationship to the pre-

ty coupe with which we competed nearly forty years ago!

The photo at the right is of the 'modern' Sebring, on the Pirelli Marathon. This was an imported Californian Bugeye, fitted with a carbon fiber body, and built by Orchard Restorations to a very high standard of finish and performance. Tom Coulthard, bought this after the event and has spent years restoring it with the Brian Archer fabricated coupe top. In spite of the excellence of the finished work, the car which was on display at the London Motor Show on the Brooks Auctioneers' stand, fetched \$10,000 dollars less than the wrecked original (but without the license number)!

In terms of all this restoration business, you really need two or three things to start. One is the chassis number plate fitted at the factory. These are usually complicated and not too easy to fake, but with

Right: Willy Cave (left) and myself on the 1991 Pirelli Marathon in the Italian Dolomites.



Below Left: The \$25,000 wreck!

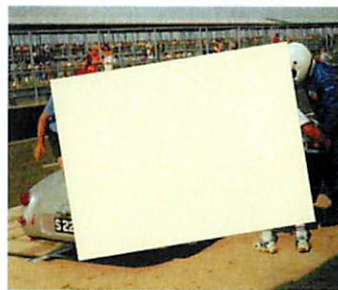


In the U.K., this used to be the logbook, and an original would give every name and address of subsequent owners. So if you are tempted to purchase one of the sport's classic cars, you will need to spend a lot of time checking out to see if the car is genuine. Fortunately, in our case, with only six produced, each car had definite idiosyncrasies so we were able to be sure that even the wreck, was at least the wreck of the real thing! One clue was the higher door line for the driver. As I am rather tall, I needed an extra inch or so in order to see out of the side, which needed a taller side screen on the driver's side. In the days before 'sticky' tires, cars spent much more time sideways, and a clear view out of the side was rather essential. That wonderful proponent of sideways motoring, the late Roger Clark, used to say that as long as he wasn't looking at the

road through the rear window, he reckoned he was still in control!

While in the U.K., I was very much honored to give a speech to the Rally Driver's Club's three yearly reunion. Called the 'Ecurie Cod Fillel' (don't even ask!) this is an association of mostly works drivers of the fifties and sixties, and was

(please turn to page 29)



Left and Below: The rebuilt original in 1969 with different front and fastback doors—screen, scuttle and platform are as was!



crashed since I parted with her in the summer of 1962.

The second car was the Sebring, which Willy Cave and I drove on the 1991 Pirelli Marathon. With a complete body of carbon fiber, this ex-California Bugeye had been further modified to be an exact replica of the original car, and the owner had actually purchased my old

the current attraction of old Ferrari and Cobra prices, I guess the temptation will always be there. The engine number is far easier. We used to get ours done on a

A RETURN LINK MISSING ON THIS PAGE

ton Railway and yards that isn't a die stamp a cylinder head, al bits. The er at the fac-complicated laranello car, gain used the up our own numbers. The license plate would be the final test, as the provenance of many cars can be traced through the chain of owners.

Above Right: Another of the original cars, restored and still racing

Right: The Pirelli car eight years and a lot of dollars later. Now an exact replica of the original Sebring.



Springzel Speaking

John Springzel



The REAL Thing!

TRUE OR FALSE?

John meets up with a very old friend...indeed!

I have just returned from a visit to the U.K., where a couple of my old competition cars were auctioned. The first was the original 'Sebring Sprite' which I raced and rallied during 1960, '61 and '62. The poor old thing was in a terrible state, after years of neglect—not just in the proverbial barn, but also in one where the roof had fallen on it! That this wreck fetched well over \$25,000 was just amazing, but at least one could be certain that the car was the original one, although very much modified and often

registration number, PMO 200 from my sister's Volvo, to further 'enhance' the value. This modern copy car went for \$15,000 (without the license number) in spite of being beautifully restored, and ready to go on any of the retro events, which crowd today's competition calendar.

All this activity got me thinking about the many restorations, which have now appeared. Originally, we built six of these alloy and fiberglass coupes driven by such notables as Stirling Moss, Vic Elford, and Paul Hawkins as well as myself. A team of them won the manufacturer's prize in the Nurburgring 500 Kilometer GT race and at one time they held the class lap record at pretty well every British race circuit. Nowadays, in addition to four 'restora-

tions' of the original cars, there seem to be about another half dozen, which are even more modern than the Pirelli Marathon car of 1991, and some even carry Triumph Dolomite engines. While I have no objection whatsoever if folks want to build copies of our old Sebring, I wonder at which point the original cars become restored to the point of fraudulence.

Jonathan Whitehouse-Bird has rebuilt one of the old team cars entirely out of the correct parts, and even managed to get Len Pritchard, of the famous bodyworks Williams and Pritchard, to reconstruct the hardtop in the manner in which he built the first cars. Paul Woolmer, who bought my original prototype, has written to me to say he intends to do the same thing. The photo

above shows the car in its heyday, with Vic Elford and Paul Hawkins—two future Grand Prix drivers—in their first International outing on the 1961 RAC Rally of Great Britain. My car, which had been second overall the previous year, was available because I was sharing Hans Walter's Porsche Abarth Carrera in his drive to win the European Rally Championship. (He succeeded!)

The photos at left show the Sebring in 1969 with the new registration number 248 DXN, which the second owner had used. After several inversions and owners, the Sprite now carried a different plastic front (the original had been aluminum) and a Ferrari-like fastback top. The doors, windshield and platform look reasonably original. If you now glance at the photo on the next page center left, you will be as horrified as I was, to see what looks like a total wreckage, which bears little relationship to the pret-

ty coupe with which we competed nearly forty years ago!

The photo at the right is of the 'modern' Sebring, on the Pirelli Marathon. This was an imported Californian Bugeye, fitted with a carbon fiber body, and built by Orchard Restorations to a very high standard of finish and performance. Tom Coulthard, bought this after the event and has spent years restoring it with the Brian Archer fabricated coupe top. In spite of the excellence of the finished work, the car which was on display at the London Motor Show on the Brooks Auctioneers' stand, fetched \$10,000 dollars less than the wrecked original (but without the license number)!

In terms of all this restoration business, you really need two or three things to start. One is the chassis number plate fitted at the factory. These are usually complicated and not too easy to fake, but with

Right: Willy Cave (left) and myself on the 1991 Pirelli Marathon in the Italian Dolomites.



Below Left: The \$25,000 wreck!



In the U.K., this used to be the logbook, and an original would give every name and address of subsequent owners. So if you are tempted to purchase one of the sport's classic cars, you will need to spend a lot of time checking out to see if the car is genuine. Fortunately, in our case, with only six produced, each car had definite idiosyncrasies so we were able to be sure that even the wreck, was at least the wreck of the real thing! One clue was the higher door line for the driver. As I am rather tall, I needed an extra inch or so in order to see out of the side, which needed a taller side screen on the driver's side. In the days before 'sticky' tires, cars spent much more time sideways, and a clear view out of the side was rather essential. That wonderful propent of sideways motoring, the late Roger Clark, used to say that as long as he wasn't looking at the

road through the rear window, he reckoned he was still in control!

While in the U.K., I was very much honored to give a speech to the Rally Driver's Club's three yearly reunion. Called the 'Ecurie Cod Fillet' (don't even ask!) this is an association of mostly works drivers of the fifties and sixties, and was

(please turn to page 29)



Left and Below: The rebuilt original in 1969 with different front and fastback doors—screen, scuttle and platform are as was!



crashed since I parted with her in the summer of 1962.

The second car was the Sebring, which Willy Cave and I drove on the 1991 Pirelli Marathon. With a complete body of carbon fiber, this ex-California Bugeye had been further modified to be an exact replica of the original car, and the owner had actually purchased my old

the current attraction of old Ferrari and Cobra prices, I guess the temptation will always be there. The engine number is far easier. We used to get ours done on a funny machine at the Paddington Railway station, (which was a few hundred yards from our London Works) so that isn't a problem. We did however, die stamp a unique number code on the cylinder head, which helped identify original bits. The third is the commission number at the factory. Again, this is quite a complicated plate if it is an Abingdon or Maranello car, but on the cars we built, we again used the station machine, and made up our own numbers. The license plate would be the final test, as the provenance of many cars can be traced through the chain of owners.

Above Right: Another of the original cars, restored and still racing

Right: The Pirelli car eight years and a lot of dollars later. Now an exact replica of the original Sebring.



The Swallow

TWO LITRE SPORTS

DORETTI



by Albert Escalante

The Swallow-Doretti is an aluminum bodied, two-seat sports car that was produced in England in limited quantity between late 1953 and early 1956. These cars were literally hand built by the Swallow Coachbuilding Company working in conjunction with its parent company, Tube Investments. Intrinsicly involved in this project were two Southern Californians, Dorothy Anderson Deen and her father Arthur Anderson. Arthur owned a business called Cal-Sales who marketed sports car accessories and apparel.

Dorothy and her father had been negotiating with both Swallow and Tube Investments to develop a sports car based on the then new Triumph TR2 drivetrain. She had envisioned a car for enthusiasts who wanted something a little more substantial than just a stock TR2, yet with all of the TR2's inherent dependability and toughness.

Since the car would be using TR2 parts, they would be easy to service and maintain. In those days having a custom car built usually meant having to suffer long waits for replacement parts or repairs—even to the extent of sometimes having the parts hand made.

Dorothy's plan was to build a car that was strong, dependable and fast, with the classic lines and plush interior of a beautiful, custom-bodied sports car. In tribute, although "Doretti" sounds exotic it was really just a play on her name. "Dor-cetti" actually meant "Dor-othy"!

By 1953 Frank Rainbow, a designer from Swallow had built a prototype based on an earlier (1952) concept by Eric Saunders of Tube Investments. The car had a gracefully proportioned aluminum body, draped over an inner structure of steel and a very strong ladder-type chrome-moly tubed frame. Power was supplied by a Triumph TR2 drivetrain, the engine being a stock 90hp, 4 cylinder, overhead valve model with twin SU side-draft carburetors.

A Triumph four-speed transmission and rearend were standard and an overdrive transmission was available as an option. With a top speed of just over 100 mph the Doretti wasn't quite as fast as a TR2 but nobody seemed to mind. (The Doretti incidentally was heavier than the TR2 which might account for the lower speed at the top end). However, whatever the Doretti lacked in speed it more than made up for with its nicely appointed, comfortable interior and the expensive-looking custom design. Overall the car handled very much like the TR2 due to so many components including the running gear, coming from the Standard Triumph group.

Consequently it was only a matter of time before Dorothy and her father were

introduced to Sir John Black, the then President of the Standard-Triumph Car Company. Sir John was obviously taken by their enterprising flair for promotion and salesmanship. Before very long he had made a commitment for them to handle not just the American distribution of the Swallow-Doretti, but set them up for distribution for the entire Standard-Triumph marque as well.

As soon as Dorothy and her father returned to the States they began setting up a sales and distribution network out of Cal Sales with offices in Gardena, California. By early 1953 a Doretti pro-

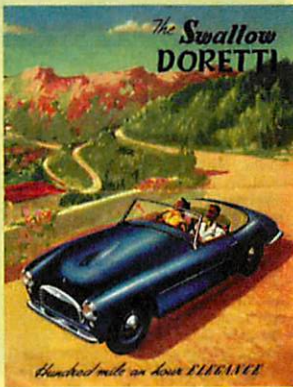
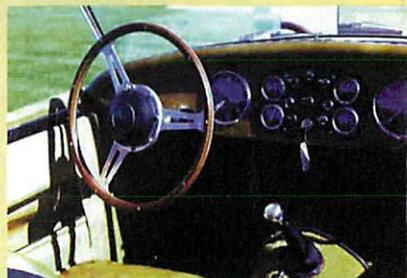
totype had been shipped from England and was available to be shown to potential dealers.

In January of 1954, Dorothy and her father arranged for the grand debut of the Doretti at the Ambassador Hotel in Los Angeles. On display were two complete Doretts, a Doretti chassis and four early model TR2s. Dorothy was convinced that a single dealership for both marques made sense both in terms of convenience and variety. She would also later say, "...it gave dealers another item to sell." At the time a new Doretti sold for \$3200 while the TR2 went for \$2600.

Initial sales response was good and by all indications the car had considerable appeal and sales potential, and with its good looks it practically sold itself. However, for some reason production of the Doretti ceased after less than two years. Swallow cited poor sales and limited demand as the prime factors in this closure, and they quickly shut down production after just 273 roadsters had been manufactured. Three special coupes known as the Doretti Sabre were developed but never entered production making a total of only 276 Doretts ever made by the Standard-Triumph factory. Later an additional 12 cars were built outside the factory in kit form and these were sold from Monks Garage in Solihull, England, making a grand total of 288 Doretts in all.

our featured doretti

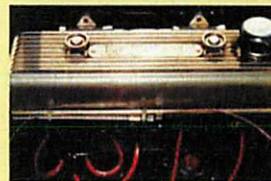
My research for this fascinating story led me to Dr. Alan Simon of Oxnard Shores in California who owns



Handed made in house 1953/54



Dorothy Deen in Doretti #1032 in front of her home, November, '89.



the Doretti featured in the photographs. This car is in fact, the seventh (#1007) ever made and Alan first saw the car advertised in *Hemmings* about 23 years ago being offered for sale in Oregon "as is". Like many Doretti aficionados he'd been bitten by the bug long before and was still under its spell. So, he rented a trailer, went out and bought the car, however due to various reasons it sat for

many years nearly forgotten. Eventually Alan decided to have the car restored, a process which lasted some 14 months. This restoration was a long and careful procedure the main reason being that it was done with meticulous old-world craftsmanship without cutting corners or sacrificing quality.

Clark Motors of Santa Barbara were chosen as the prime restorer because they are renowned for their excellent work. Many parts were supplied by Moss Motors guaranteeing that the parts were of the highest quality and matched the originals.

The coachwork was in very good condition and just a bare minimum of body preparation was necessary before the car was painted a light cream color. The wire wheels were painted to match the tan interior.

(please turn to page 29)



Prior to restoration.

Still Triumphant!

Paul Richardson



The ebbs and flows of life often bring upon us career changes and my mechanical apprenticeship took the form of two distinct halves. The first half was recounted in the last issue of *MoS Motoring*, and the second half was spent in the experimental department of TVR cars in Blackpool, a particularly enjoyable experience where I was also involved in the preparation of works competition cars. Unfortunately TVR went into liquidation two or three years after I joined the company (it wasn't my fault!) but through another quirk of fate I was to join Standard Triumph Sales Division in London, while still fostering my passion for racing cars by working on them, back home, at the weekends.

After TVR went belly up my father, Ken Richardson, suggested that I should forget 'nuts and bolts' and racing cars for a while and get a job in sales with a motor manufacturer to round off my knowledge of the motor industry. This advice was essentially due to the fact that my father knew that I wished to start my own tuning and motor business at some stage in the future.

I'd heard from friends who lived in 'Sixties' London that the place was full of pretty ladies from all corners of the globe, and having decided to flee the nest at home, as it were, I decided that a sales job with a major manufacturer in London would be the best of both worlds, increasing my working knowledge of the motor industry and finding out what delights Britain's capital had to offer!

"I know just the man to contact," my father said...the man was A.G. "Jock" Brown, who was the London Sales and Service Manager for Standard Triumph. He was a Scot, an immaculate man who always wore a red rose in his lapel and who knew his job and the motor industry inside out. He joined the Standard Motor Company in 1936 and his reputation for

The Standard Triumph Service Department on Western Avenue, Acton, Northwest London.



Paul Hissner

exactitude soon became noticed. Jock became Chief Inspector of car production, the machine shop and later, tractor production. He eventually became Workshop Manager at the Service Department at Allesley in Coventry and thence to London circa 1960.

I had been warned by my father, who'd known Jock for many years, that Jock was a meticulous man who would stand on non-sense, and Ken's general warnings about Jock built up in me the sort of fear that develops respect. I firmly believe that there is nothing wrong with being 'fearful' by way of respect, of anyone who, by example knows their job, is a good human being, and has the respect of his contemporaries. Jock Brown was such a man.

My initial interview took place at the Service Department which was situated on Western Avenue, Acton, on the outskirts of North West London, where Jock Brown was based. I was dressed in a brand new 'Austin Reed' suit which had cost £17—a fortune in those days! As I walked into the Service Department, I noticed a peak cap above a small semi-circular viewing area at the top of the stairs, in the center of the large reception area, which was next to the administrative offices. We called this the 'pulpit' and under this was the Company Commissionaire, 'Major' John Murray, who like Jock Brown was also Scottish. Murray had seen service in W.W.II as an RSM with the Argyll and Sutherland Highlanders and was essentially in charge of the reception area. He was well respected and could double for anyone—including Jock Brown if need be!

I was led into Jock Brown's office where 'Major' Murray also took up residence, and throughout my interview, John, saying nothing, weighed me up with an unnerving steely glare. My interview concluded, Jock said, "Well Laddie, (he called everyone under 80 years of age Laddie!) I see you've passed your trade exams and you obviously know how a car works, but you don't know how I work! The only one that b****s about here is me and to make sure you don't b****e about I'm going to keep you here at Western Avenue on reception for a few months so you can learn how to deal with people before you go to our Berkeley Square showrooms." He continued, "Major Murray here can spot b****ing about from a 'thousand' (Scottish for thousand) yards so don't try it...b****ing about I mean."

Now quite clear on Western Avenue discipline, I was introduced to Jock's P.A. and number two, Dick Carter. However,

"Major Murray here can spot b****ing about from a 'thousand' (Scottish for thousand) yards so don't try it..."

my first day on reception was a nightmare! I booked in about 25 cars with assorted problems from blown engines, broken windscreens, spinning clutches, and a thirst for routine service—with the promise that the cars would be ready for collection the next day (there were about 150 mechanics and staff at Western Avenue). The trouble started when the paperwork had been circulating for about an hour. "Mr. Richardson!" Major Murray bellowed from his pulpit. I walked over and with that quickening Scottish brogue that joined up his words when he was angry, he said, "Hoo-the-hell-do-ye-think-we're-gannee-get-these-cars-out-o-her-by-teemorrow-nee? We're-still-bunged-up-wi-work-from-last-weekend. Moorover-wbat-ye-guin-to-do-about-it?!"

In an attempt to lighten things up a bit, I made the mistake of asking John if he would take a bribe...and got my first 'major' rollicking! After volunteering to do a pair of overalls myself to help out with the problems I'd caused; things cooled down a bit and collection times were suitably adjusted.

Customers could also be a problem especially if they decided on an 'I'm going to be as awkward and unpleasant as I can' attitude. It must be realized that we receptionists were the "front line troops" and bore the first barrage of abuse from irate customers and, of course, there were always those know-it-all people who put everybody's back up.

One such instance concerned one of several Triumph Herald Estates owned by a well-known fashion house in London.

The engine was in a heck of a state with blown big-ends and it had more oil in the sump than it did in the sump! The driver, who I thought was a chauffeur, was one of those obnoxious types who believed he knew everything about the problem, but in actual fact he couldn't tell a split pin from a choke cable. After delivering his usual diatribe, he asked me what I thought the rattling engine noise was. I couldn't resist it...I told him I suspected the "water pump timing had slipped and let the tappet clearances fall into the sump!" Armed with my diagnosis he left, but later that day I was called to Jock Brown's office. The driver had reported his findings to his boss who, unfortunately for me, knew something about engines! The boss phoned Jock Brown and gave him a blood curdling mouthful because a junior member of the Triumph staff (me!) had taken the 'mickie' out of a customer who happened to be a SENIOR DIRECTOR of the fashion house!

So here's me, on the carpet, in front of Jock. He said to me in his high tenor, "How the hell did you think you'd get away with telling one of our main customers that a water pump had delivered eight slices of fresh air about 15 thou thick to the sump of the Herald causing big end failure?!" After a very severe reprimand I

The boiler room worker, with style and great élan, proceeded to decimate all six of the bodysells.

made my way back to the reception area where Dick Carter had been told the story of my misdemeanor by Major Murray. He leaned over the pulpit and said, "You're lucky you've not been put on the Herald line changing water pumps and tappets for a month."

My time at Western Avenue taught me more about people and how to deal politely and efficiently with them in awkward situations, than I'd ever learned before or since. To give some idea of the workload for everyone at W.A. there was a permanent night shift and at least fifty jobs each day were booked in. These ranged from routine services, repairs and engine changes, to accidental damage, guarantee work and pre-delivery inspection on new cars to be delivered to overseas customers at Western Avenue. Many of these new car deliveries resulted from sales at the main London showroom in Berkeley Square—the base I was soon to join.

One of the worst problems we had at W.A. occurred after we had delivered a new car to a continental owner. Many of them had never driven on the left side (to

them, wrong!) of the road before and the exit onto Western Avenue led directly into a dual carriageway. We constantly emphasized that when joining the road a LEFT turn must be made to drive up to a roundabout, where they could then turn round and head back into London on the other side of the dual carriageway. Far too many overseas customers, elated with their new cars, would lose concentration and turn right—only to drive up the wrong side of the dual carriageway. I don't recall many serious accidents but our body shop always seemed to be fully booked!

Jock Brown also used to obtain 'slightly scratched' body shells from the factory at Coventry to sell to insurance companies for accident repairs. At one time there were six Triumph 1300 body shells parked near the accident shop and Jock directed a friend of mine (another Scott!), Ray Ilay, to have them cut up and disposed of as they were taking up useful workshop space. Two weeks later the shells were still there and Jock Brown called Ray and said words to the effect, "Mr. Ilay, I want those damned bodysells cut up and scrapped today—if not sooner Laddie!"

Within seconds Ray was on the roof of one of the 1300 shells, with a five pound sledge hammer, showing a six foot five boiler room worker how he wanted the shells completely smashed before cutting them up. The boiler room worker, with style and great élan, proceeded to decimate all six of the bodysells. An hour later Jock phoned Ray and said, "For heavens sake don't scrap those shells Laddie—I've just sold all six!" Ray was in deep doo-doo but it served him right for not reading Jock's mind, an essential requisite at Western Avenue!

(please turn to page 28)



'Major' John Murray (left) receives a leaving gift presented by A.G. 'Jock' Brown (mid '70s).



Jim Bull tells us of an amazing come-back and sheds a little light on his British car life and times in the sixties.

The new Morris Minor Tourer (convertible) I drove off the showroom floor on April 13, 1967 had 24 miles on the odometer. I was eighteen years old at the time and today have reached the ripe old age of fifty! The little Morris was a combination eighteenth birthday present and high school graduation present. But we have a rather unusual twist to this story...hear with me!

In 1961, when I was 12 years old, my father purchased a British Motor Corporation (BMC) dealership in Santa Cruz, California. My Dad had worked as an executive in a large corporation for twenty-five years and was ready to operate his own business. My uncle Tony had



A "Minor" Miracle...

started with minor jobs like emptying ashtrays (they had them back then!), dusting new cars in the showroom, mopping the showroom floor, cleaning the restrooms etc. As I grew older more responsibilities came with age and experience. I remember learning how to use an electric car polisher, detailing used cars, working on the lube rack and preparing new cars when they came off the car transporters.

In those days, new cars came without accessories. These were usually installed by the dealer and I always feared scratching new paint when using a drill to put holes in shiny new fenders for radio antennas, mirrors, and luggage racks. After a few dozen installations a drill finally slipped and I scratched the fender of an MGB. It was a Lucas mirror I was installing. I wonder if I could blame Lucas for that?

This was a matter of honor on behalf of my MGB! So I promptly bet him \$5 that I could "pick up" a girl with the MGB within three minutes!

When my sixteenth birthday came I was finally able to drive (legally at least!) and my first car was a '58 Vauxhall Victor, a four-door sedan with a three-speed column shift. It was a true 'gutless wonder'. The car was produced by Vauxhall in England who were owned by General Motors. The car reminded me of a scaled down English version of a '55 Chevy!

After a year my Mom gave me her 1961 Austin Cambridge as she took delivery of a new MG 100 sedan. The Austin was a big four-door with a de-tuned, one carb version of an MG 1500 engine. Again 'gutless' but it had four on the floor and was a proper BMC product. I didn't mind driving a gutless sedan, after all, these cars were given to me FREE by my parents and I got to drive a variety of sports cars on weekends and during the summer. My Mom and Dad were really generous and trusting to allow this

teenage son to have the pick of the used car lot on Saturday nights for dates and just cruising around.

Back then, 'cruising' was a popular 'teen sport' on Saturday nights and Beach Street was the place to go to show off your car and be seen! I recall one Saturday night when I was cruising with a friend of mine in an Iris Blue MGB with chrome wire wheels. My friend spotted a couple of guys in a Corvette Stingray convertible and remarked that if we had a car like that we could really "pick up the girls". To me his comment seemed insulting, as it implied that girls weren't as attracted to British sports cars as much as American cars. This was a matter of honor on behalf of my MGB! So I promptly bet him \$5 (which was quite a bit since the minimum wage at the time was \$1.25 an hour!) that I could "pick up" a girl with the MGB within three minutes! My friend said this was impossible and the bet was on. He got out of the car and we set our watches. I had to



drive past him with a girl in the car within three minutes to win the bet! I drove off and spotted a couple of girls walking along the sidewalk up the street, pulled over, explained the bet and offered to split the bet money if one of the girls would take a ride with me around the block. Within a couple of minutes I drove past my friend with a big grin on my face and a hearty wave from my new-found companion! He paid the bet and the honor of British sports cars with respect to the fair sex had been established!

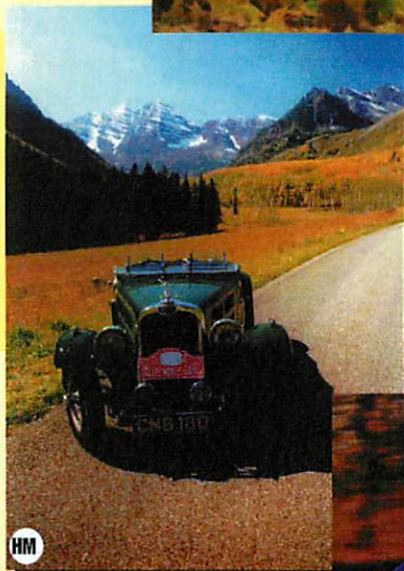
My home town was also close to the famous Laguna Seca track in Monterey. Local SCCA events in addition to World Class Grand Prix races were held there. I recall watching Stirling Moss, Phil Hill, Jimmy Clark and many other famous drivers display their skills on the track during my high school years. Watching those cars when they were new was really exciting. It's hard to believe that vintage racing has established itself with such tremen-

dous popularity after all these years, as we're now watching these races too!

Back to the Morris Convertible. My driving habits were the primary cause of my receiving the car as a gift from my parents instead of a sports car! By the time I turned eighteen I had two accidents in MGs and this factor was taken into consideration when my parents decided to give me a new car in the Spring of '67. I can still remember the announcement Mom made to me when she said that she and Dad had decided to give me a new car. I was elated with joy. Then Mom announced that the new car was NOT going to be an MGB as I had hoped, but a Morris Minor. At that point I didn't want to seem ungrateful for the offer of a new car—but a Morris? weren't these little econoboxes driven by older people? What could I do? I thought and suggested a compromise. There was a Morris convertible on the showroom floor—could I have that? Success, the compromise was struck and I had the Morris, light blue in color with a light blue interior and an off-white top. The Morris had a retail price of \$1750,

(please turn to page 29)





The Spirit of the Millennium



FIRST—T. Cassidy, Oak Ridge, NJ
Untitled
SECOND—Bill Arden, Minnetonka, MN
Untitled
HONORABLE MENTION—
Dale Will, Carbondale, CO
1936 Triumph Gloria Southern Cross



This Sporting Life



FIRST—John Herald, St. Marys, GA
One, Two, Three...GO!
SECOND—Edwin Mohler, Camp Hill, PA
Untitled
HONORABLE MENTION—
Rich Rock, Pottstown, PA
Untitled

Technical Tips

From Our Customers

We had several communications on a tech tip in the last issue of Moss Motoring regarding the use of anti-seize when installing spark plugs. It is probably best summarized by this note from Jim Stuart...

Thanks for an excellent publication *Mass Motoring*, however, a tech tip in the Winter '99 issue regarding spark plug replacement poses a potential hazard to many car owners, especially those with aluminum cylinder heads.

I find no fault with the basic recommendation that spark plug holes be chased with a tap and cleaned before new plugs are installed, this is sound advice for all, regardless of the type of cylinder head. The tip about using anti-seize compound is what concerns me. While this may be a good idea for many engines, there are several sets of circumstances where that recommendation may cause just the result it is aimed at preventing! I speak specifically about aluminum heads, such as those found on TR7s, TR8s, and Rover V8s. Having little experience with cast iron heads I have no real opinion.

First, there are two general types of anti-seize commonly available to the hobbyist—Silver, the most common, a low temperature product best used for suspension parts, and a Copper colored product, usually labeled 'High Temperature'. The Silver, low temp product, will bond to spark plugs in some cases making their removal from an aluminum head almost impossible without damaging the threads—I learned this the hard way!

Should someone else experience this situation, the only way I have found to remove plugs without damage is to unscrew until strong resistance is felt, reverse, spray with a good lubricant such as silicone, back out some more, reverse, spray etc. It may take ten minutes or more, but better than Helicoils. Remember also, that you should never remove spark plugs from an aluminum cylinder head until it is cool. If you feel anti-seize is necessary for your requirements, use the high temp only—and use it very sparingly.

The second, more general situation concerns a particular brand of spark plugs—Champion. These plugs have a factory applied anti-seize compound which I am guessing is a dry film lubricant. There was a tip I saw somewhere, in regard to this, which pointedly suggested that you should not use any other anti-seize product on Champion plugs. In this competitive world, it might be safe to assume that other spark plug manufacturers may also provide an anti-seize coating.

—Jim Stuart, M.D.

Also Gordon Perry wrote to us from Maine, about the "String and Eyeball" method of front end alignment for an MGA recently featured in the Winter '99 edition of Moss Motoring. He writes that front end alignment of an MGA with its 94" wheelbase and a wider rear stance of 11 1/4" does develop a .38 degree error.

However, this must be doubled because it occurs on each side of the car! The MGA has a 15" wheel which measures 16" outer diameter at the measure points on the rim. When calculated, the .38 degree error is .106" toe-in per wheel which is .212" toe-in. TOO MUCH! 1/16" maximum toe-in is .0625".

When you turn the front wheel by .38 degrees at the front it naturally moves out .38 degrees at the rear which doubles each wheel. Then, don't forget to double the toe-in because of the other front wheel.

A fuel line that is completely blocked with old gummed-up fuel is almost impossible to clear with solvent. A casing from a Bowden cable (such as those used for the throttle control on lawnmowers) can be used as a 'snake' to clear the log.

Bend the tip of the casing enough to form a cutting edge and spread the last few coils to facilitate removing collected gum from the casing.

Drive the casing with a variable-speed drill motor. The gum will be drawn into the center of the casing and it may be necessary to remove the 'snake' periodically for cleaning. This most effective technique will be obvious as you use the 'snake'!

—John J. Green
Lancaster, California

Here's a tip that perhaps hundreds of MGA and MGB owners have like myself figured out. But then, how many of us bother with, or are even aware of, the lubrication recommended by the factory for the steering rack and pinion? Which is, "Give the gearbox nipple 10 strokes only every 12,000 miles (19200 km) and give the pinion nipple two strokes only at the same time with a gun filled with oil to Ref. B" Well, Ref. B is the same 90 weight oil recommended for the rear axle!

How many of us have even seen an oil gun in these latter days? How many of us having seen that grease nipple wouldn't attempt to lubricate it with common chassis grease, let alone some well-meaning attendant at a lube station? There again, how many of us would even drive an MGA 12,000 miles in our (or its) remaining lifetime, or even bother with this lubrication?

The steering gear does need lubrication! It's my belief that chassis grease cannot do the proper job and could actually hinder adequate lubrication. The manufacturer recommends 90 weight oil so that the lubrication is constantly distributed on both the rack and pinion as we turn the steering gear. That's what we have rack seals for; to keep out the dirt and dust, but also to keep the oil from leaking!

Here's what I did. I took off both nipples with a 7/16" open end wrench and using a trigger-operated canister-type oiler with a thin, long nozzle I gave each hole a few good squirts of 90W oil then replaced the nipples. The factory refers to these properly as oil nipples although I note the Moss catalog lists them as grease nipples!

How do you get any old, useless, and possibly damaging grease out of the rack? Well, I've owned three MGAs and having had to dismantle the steering gear at times, have found no evidence of hardened non-lubricating grease—also NO OIL!

—Karl F. Zeller, Ignacio, Colorado

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

The Nut Behind The Wheel

Ron Phillips



T Some time ago in this column I mentioned my best buddy, Bob. Actually, I have another best buddy Carroll, who, like best buddy Bob, is currently restoring an Austin-Healey. For two completely different individuals, they are a lot alike! It's no surprise that it has literally taken them years to restore their respective cars. It took me thirteen years to restore my 100. Why so long? In all three cases, we did the bulk of the work ourselves. Other pursuits, like work, wife, and life took up all those other precious hours we could have spent moving the projects forward. In the realm of do-it-yourselfers however, we are a few of the successful ones. Our cars either do run now or will in the near future. But as I look back on my own experience and having participated many times in their restoration projects, there is one big issue that could have saved us all a lot of time, trouble, frustration, and a few dollars. I'm talking about ORGANIZATION!

I believe all three of us are pretty organized in our day-to-day affairs. In each case, I know as we disassembled our cars, we all took notes, used lots of Baggies, collected precious old parts in boxes, and even labeled some of the parts as to what they fit and how they came off. But in all cases this was several years ago. Boxes break down. Baggies disintegrate. Memories fade.

Finally, we all neared the day when after chassis repair and refinishing, which always seems to take years, we finally started putting things back on the chassis. It's at this point that nuts and bolts, and the "best you got" of each part comes into play.

We've now all learned that many of our components have manufacturing date



stamps on them. For the purists, it's important to retain the case, cover, or cap that has this date even if the insides have been donated by much newer stock. At least many of us think this is important and so go to great lengths to get it right. How right usually is a balance between a truly working component that won't fail on the road versus the originality of the item. In any case, it is prudent to save each electrical component taken off your car and make a reasonableness test as to whether it came with the car or was replaced. In Carroll's case, a 1956 generator didn't come stock on his 1953 100! Just throwing the component in a box with all the other ones like it won't get you back to the original either. Only careful organization of notes on disassembly, or careful observation, packaging, and labeling will get you back to what came off the car.

About all those boxes. In each case, Bob, Carroll, and I had moved our homes or businesses during our restorations. That means that all that careful organization into labeled boxes and Baggies probably got scrambled in the move. Certainly in Carroll's case, this was true. When it came time to put things back together, like pinning the transmission of his BNI to the original circular mounts, Carroll hadn't a clue where the set pins were. Worse, he didn't know what the size of the bolt should have been as we didn't have an original to look at. It was even worse than that. His very early car most probably had British bolts. The modern mount replacements use SAE replacement bolts. We had neither. Another project was left on hold until the right stuff could be procured. The way out of this particular problem was to use a thread gauge and a measuring caliper to determine what was right. But here was another delay in the restoration process.

If you are interested in concours, then it's really important to pay attention to the original fasteners as you remove them and to keep them with the component you just removed. That way, you can either replace them with new of the same type, or in extreme cases, have them replated before reattachment. Many years

ago, a member of our club did the replating thing and he showed me the finished product. All the nuts and bolts he had removed from his Healey came back from the plater in a large bag. While delivered to him as good as new, they were not sorted, separated, and thread chased as he had done before sending them in. This would have been a nightmare for most of us. In Chuck's case, he had taken good notes and knew the size, thread pitch, and application for them all. I learned a valuable lesson that day. Chuck was successful in reuniting the same kind of fastener to the correct component, in spite of the time it took, because he had good notes. If you haven't been so farsighted (or the previous owner hasn't either), there is a chart in the concours rules that helps to decode the kind of bolt, nut, and washer referenced in the parts lists. The original part number holds the key and together with this decoder page, this information would be invaluable to your restoration if you hadn't organized your notes sufficiently to allow re-assembly with the same type or kind of fastener.

Finally, in this day and age of the computer, any spreadsheet program can be of great benefit to help you organize not just your spare parts inventory (we all know you have them!), but to organize the disassembly and re-assembly of a complete car. I wish I had done this in 1983 when I started my 100's restoration. Who knows how many years it would have saved? Just be sure you adequately describe a particular item, its location on the car, and that you note where you put it or in which box and Baggie it can be found. While you are at it, label the box and Baggie, too, so when looking up the item on the computer, you can go right to the correct location and find it. By the way, this is exactly how industry does parts warehousing! Additional notes like the manufacturing dates of components, and disassembly notes can also be kept here. Be sure to make back-ups of the data as computers change and you can bet the one you are using today will be one you won't be using thirteen years from now! Remember, "ORGANIZATION!"

—Ron Phillips ■



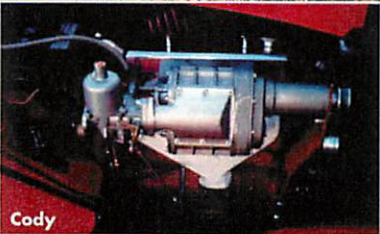
Dodd



McCauley



Hopper



Cody



Arakelian



Redman



Butcher

True Believers!

T Lots of places claim to be 'hands-on' specialists but we know differently! Our staff drive their Little British Cars to work nearly every day, however, and suffer the same trials and tribulations that you all experience out there. That's why we have the best technical service and advice in the business—because we've been there, done that! It's been quite some time since we gave you an update on the cars our staff possess and drive regularly so here's where we stand.

Bill Hopper, Sales 1964 Spitfire
Triumph TR8/Rover 3.5 liter aluminum V8, TR8/Rover 5-speed manual gearbox, 9" longer than stock Spitfire MkII at 154", 1600 lb. curb weight, 200 bhp, 0-60 in 5.5 seconds, top speed 125 mph estimated.

Craig Cody, Call Center Manager 1953 MG TD
TD now fitted with a Moss Magnacharger-Marshall type supercharger and is currently undergoing extensive testing. Running at 6 lbs. of boost.

Bill Redman, Sales 1968 TVR Vixen
Blackpool's finest! Ford Powered, glass fiber body on a tube frame with Koni coil-over suspension all round. Not for those who have weak kidneys!

Ken Smith, Marketing 1962 MGB
Early model-#2218 rescued from a warehouse some four years ago. Driven daily.

Peter Arakelian, Purchasing 1971 TR6
Top down, every day driver. Stock except for tube shock conversion and bigger tires.

Michael Grant, Information Manager 1967 Healey 3000
After years of searching I finally found a BRG BJS that spent most of its life in the California desert. Converted to Bilstein shocks and spline drive MiniLites—it's a *real* driver!

Kelvin Dodd, British Marketing Manager 1965 MGB
Built from a scrapped 1965 SCCA race car shell (thanks Paul!) this works replica got me into the world of Vintage Racing on a budget. Last raced in 1988 the car is back together with a lot of help from my friends and looking forward to being back on the track.

Greg McCauley, Sales 1969 MGB
Our rally boy 'wannabe'! "This is the MGB I bought with my paper route money when I was 14! I have driven it nearly every day since I turned 16."



Lynch

Harry Haigh, Product Quality Manager 1979 MGB
The very car that Harry first sold while working in a British Leyland dealership over 20 years ago. Repurchased and enjoyed regularly. Also owns a 3.8 Jaguar saloon.

Jonathan Lane, Sales 1971 MGB/GT
For the past 15 years this car has been my daily driver. She has taken me through Colorado winters as well as the sun and fun of California. She's hardly concours (MGC hood?) but despite more than 250,000 miles she's the most reliable car I have ever owned. What more could I want?

Chris Nowlan, Research and Development 1933 MG L2
The second of 90 of this type. Currently undergoing full restoration. Bodywork has been completed but the rebuild of the 6 cylinder OHC engine will be a major challenge in 2000!

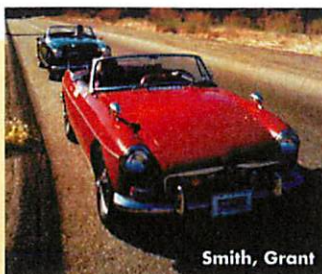
Fred Lynch, VP Sales and Marketing 1977 Jaguar XJ6L
Driven almost everyday, 156K on original engine (I'm going for the record).

Paul Christiansen, Senior Network Analyst 1962 MGB
37-years-old and still runs like the proverbial top!

Terry Peddicord, Technical Support 1976 Midget
A 1500 "Low Bucks De-luxe" model which is driven daily. Stock except for SU carbs and MiniLite wheels. I love it!

Tony Furnari, Sales 1967 MGB
Painstakingly restored to a very high standard, Tony is a perfectionist as someone of Italian heritage should be!

Frank Butcher, Technical Support 1966 Sprite
The very car featured on the cover of our latest Midget catalog! ■



Smith, Grant



Christiansen



Haigh



Nowlan



Furnari



Lemo



Peddicord

Through The Windscreen

Ken Smith



T Well here we are in a new century and I think by the end of last year we'd all had enough of the flurry of various charts and lists that heralded the end of the Twentieth Century. I had thought of running a competition to decide "The Best British Sports Cars of the Last 80 Years" but then decided that there would be far too many claimants to the title!

Instead, it might behoove us to take a look ahead and see where the British car

movement is heading. One fact is for sure, the number of our favorite cars is sadly diminishing and it appears there will not be any more. Gone are the days when the boat docked at Los Angeles Harbor, or Houston, or Seattle and spilled a load of MGs, Triumphs, and Austin-Healeys onto the dockside to be snapped up by eager buyers.

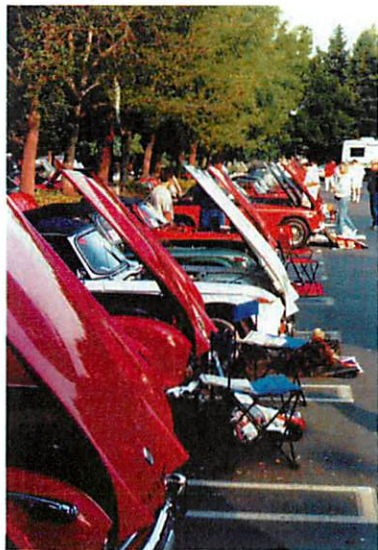
My own opinion is that no matter what BMW/Rover/Bentley/MG/(fill in the blank), say, there will be no more cars from any group being exported from the U.K. to the U.S.A.!

(Morgan, TVR, Lotus excepted.) Even the Japanese eventually realized that you cannot build cars, no matter how good, and ship them thousands of miles to a prospective buying public, before the price starts to get out of hand. Hence the various plants around this country building Asian-

One fact is for sure,
the number of our
favorite cars is sadly
diminishing and it
appears there will not
be any more.

designed products. Hence Spartanburg in South Carolina the land of the Z3 and others. The exception being the Miata which is built in (of all places) Hiroshima!

Also, it would appear to me that the average age of our British car owners is rising and that fewer of the younger generation are willing to take on and learn about Lucas, Girling, SUs—products from a bygone age. I know there are quite a few young I.B.C. enthusiasts out there as we've printed letters



Nigel Shiftright • AUTOMOTIVE ANACHRONISM • "A Dangerous Inclination"



from them in these pages from time to time, but they mainly seem to be trading on a parent's passion for these vehicles.

So, I want to urge you all to get out and attend one of the many excellent British car meets put on for your pleasure this coming summer. Take the kids with you so they might experience the companionship that this hobby of ours engenders, and maybe take up the cause for the time when we have long departed!

As you will see from our comprehensive Events Calendar on page 2 there are many fine meets already scheduled for this year and many club members have worked hard to put on a great show for your delight. However, to paraphrase George Orwell, "All events are equal—but some are more equal than others". Here I refer specifically to those national meets mounted by the national marque clubs which are the crème-de-la-crème of our gatherings.

It is to everyone's benefit to attend one of these 'majors' at least once in your British car lifetime. If your interest is in

Triumphs then plan to visit the VTR National event in Portland, Oregon, or the VTR Regional event in Richmond, Virginia. Triumphest in San Ramon last year was a blast and this year the city of San Diego will be the venue for this fun-filled event.

Austin-Healey followers should make the trek to the motor racing capital of the world—Indianapolis! Here in June a full program for which 'Healey Addicts' will be catered to, however, if you live on the West Coast you can join the Austin Healey Rendezvous in Ocean Shores, Oregon.

The MG T Register's *Gathering of the Faithful* (GoF) are always fine attractions and this year there are meets in Rutland, Vermont and later in Rochester, New York. GoF Central will be in Duluth and GoF South in Florida.

West Virginia will see the MGAs gather in Morgantown, while the huge MGB Register Convention 2000 will be at the Rock 'n Roll Hall of Fame in Cleveland during June.

Full details are carried in our *Moss Motoring Events Calendar* but I urge you to go to at least ONE British car meet in 2000, whether large or not so large! You'll really enjoy it, I promise!

major marque clubs

It has also been suggested that we might print a list of the major national marque clubs catering for the most popular British cars, and we append this below. They can point any enthusiasts interested in joining a local club in the right direction. So, if you are 'clubless' give them a call! If you are still without a British Car Club—give us a call, we have nearly 500 on our database!

mg

New England MG T Register
Drawer 220, Oneonta, NY 13820
North American MGA Register
P.O. Box 11746, Albuquerque, NM 87192
North American MGB Register 811
DePeyster St., Kent, OH 44240
American MGB Association
P.O. Box 11401, Chicago, IL 60611
American MGC Register
2809 Copter Road, Pensacola, FL 32514

triumph

Vintage Triumph Register
15218 W. Warren Avenue.
Dearborn, MI 48126
Triumph Register of America
1641 N. Memorial Avenue
Lancaster, OH 43130

austin healey

Austin Healey Club of America
P.O. Box 3220, Monroe, NC 28111
Austin Healey Club USA
P.O. Box 6197, San Jose, CA 95150

jaguar

Jaguar Clubs of North America
555 MacArthur Blvd., Manwah, NJ 07430

—Ken Smith ■

British Sports Car Mart

MG



1960 MGA Coupe. 1800cc engine. Aluminum cylinder head. Oil cooler. 60 spoke chrome wires. Always garaged. Asking \$15,000. (562) 425-2732. So. CA

1973 MG Midget. Partially disassembled and in early stages of restoration. \$1500 in new parts already bought. New seats and top. Chrome bumpers. Slight rust. Low mileage. Asking \$2000. (512) 388-4716.

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



1954 MG TF. Green w/green int. Concours condition in all respects. Many First in Class and Best of Show awards. Chrome wire wheels, stainless steel exhaust. Full set of tools and all manuals. Restoration video available. You will not find a better or more authentic TF anywhere! \$25,000. Call anytime (334) 928-5366. AL.

1977 MGB Roadster. British Racing Green. Fresh engine, new clutch, new tires. No rust. \$4500 (614) 268-0192. OH.



1953 MG YB Saloon. Black over Red. Great family car \$14,500 inquiries invited. (415) 927-4209. CA.



1953 MG TD. Cream with new Black top. New tires (5) Tonneau cover, side curtains and storage cover included. Excellent appearance and runs well. \$9900 firm (570) 788-1127. Ext 231 PA.

1962 MGA Mk II 1600 Roadster. White w/Red interior. Silver wire wheels. 48,850 miles. One owner with all documentation since new. \$10,000. (909) 981-2295. CA.



1953 MG TD MkII. Wonderful example in original BRG. Unrestored, driveable, and in excellent condition. Always garaged and covered. 32k original miles. Known history. \$20,000. (305) 743-5060. FL.

1973 MGB/GT Green Chrome bumper model. Rust free with some new parts on hand to be installed. Bereavement forces sale. \$1700. (813) 876-06747. FL.



1958 MGA Roadster. Burgundy w/Tan leather. Immaculate nut & bolt restoration completed one year ago. Every part new or rebuilt, never wet and always a show winner. \$20,000 (606) 647-9047. KY.



1973 MG Midget. Teal blue w/Beige interior. Wire wheels. 69k original miles. 4 speed trans. Mechanically sound and very well maintained-have all service records. \$6000 firm. (508) 792-6949. MA.



1932 MG J2/J4 #3569 Factory conversion. Stored 1971. Triple M Registered. *MG Zoller* factory supercharger on P8 motor. 1353 miles. U.K. hill climb set-up. \$28,500 firm. (724) 744-0481. PA.



1950 MG TD. Restored, but has been in storage since 1982. You can't beat this for \$13,995 firm! Serious enquiries only after 5pm PST. Yucca Valley CA. (760) 365-5425



1971 MGB/GT. No rust ever California car. Stripped to bare shell and refinished in white with complete Navy interior. All new chrome bumpers. Weber, header, outstanding. \$5900. (906) 228-7344 or (906) 228-7680. MI.



1948 MG TC. Red w/Black interior. Older restoration in very good condition. Drives very well and is used regularly. \$16,750. (716) 381-4368. NY.

REMEMBER

The Closing Date
for ads in the next issue
is April 1, 2000



1979 MG Midget. Russet w/Black int., 17,574 miles Tonneau cover, New tires and brakes. Weber carb with electric choke. Very clean-no rust-runs great condition. \$5000 obo. (706) 317-4415. GA Ray-Lisa@mindspring.com.

TRIUMPH



1973 Triumph TR6. Engine & Drivetrain mechanicals professionally rebuilt within last five years. New trailing arm supports and body cushions recently installed. New Robbins top, solid teak dash and Momo racing seat. Paint fair, interior needs replacement. Over \$21k in receipts. Reasonably priced at \$8500. (414) 334-6941. WI

1968 Triumph TR250, plus parts car. Needs total restoration, reluctant sale due to time and health. Both cars for \$4500 obo. (701) 293-6882. ND

1966 Triumph TR4A. IRS-good daily driver. Snug-Hardtop-Weber DCOE carbs. Needs paint but interior good \$5000. (520) 779-1063. AZ or e-mail talisker@cybertrails.com

1963 Triumph Sports Six Vitesse. Rare Triumph model-Less than 700 imported to the US. Needs restoration. Reluctant sale. \$3500 obo. (701) 293-6882. ND



1957 Triumph TR3. White w/Red int. Totally rebuilt 1992 but only 49k miles on car. Soft top, tonneau cover, hard top and many other new parts. Spares included in sale. \$12,500. (562) 596-0493. CA.

HEALEY

1965 Austin Healey BJ8. 42,000 original miles. Fully restored-an excellent car with original glass and chrome. \$25,000 US. (306)221-1895. Saskatoon. Canada.



1967 Austin Healey Sprite. Fully restored. 1275 cc engine completely overhauled. New top, wiring, transmission, clutch and tires. Re-chromed bumpers. Garage kept \$6900 obo. (410) 268-1099. MD.

1966 Austin Healey BJ8 (s/n 31015) Colorado Red,w/Red interior. Burl walnut dash. Wire wheels, overdrive manuals and many extra parts. Heritage certificate. Looks good, runs fantastic! \$21,500 (562) 433-1998. CA (South)



1968 Austin Healey Sprite. Red w/Black int. 55k miles. 4 speed trans. Car restored in 1996 and garage kept in excellent condition. \$4700 (606) 233-8805



1967 Austin Healey BJ8. The last "Big Healey". Second owner and owned since 1971. Great shape! \$17,500. (402)483-4032. NE.

JAGUAR



1967 Jaguar E-Type 2 + 2. Older restoration recently refreshed with new paint and interior. Automatic. AM/FM four speaker system on amp. Rare sunroof model with air conditioning (1st year) Excellent condition throughout. Asking \$16,500. (805) 966-7108. CA (Santa Barbara)



1956 Jaguar XK140. Drop Head Coupe. Black leather interior. \$25,000 obo. (323) 722-4700 or 323-493-5536. CA



1985 Jaguar XJS-HE. 51k miles. Admirable condition and driven weekly. Smoothest V12 with automatic gets over 20 mpg on highway. Exceptional value. Asking \$8,400. (609) 587-3335 (day) (609) 586-6241 (eves) NJ.

OTHER



1964 Mk IV Elva Courier T Type. #E-1158. The only Elva w/factory fitted overdrive. Fresh engine and knockoff mag wheels. Almost restored-interior needs finishing. Car driven almost daily. \$16,000 to include many spares. (757) 238-3531. VA

1952 Morgan Three Wheeler F-Super. Believed latest surviving production number. \$21,000. Also British License plate KCR 711 for sale-offers? (206)725-2343. WA.



1958 Morgan Plus 4. BRG/Black interior. Tan canvas. Professional restoration 1984, dry storage since (driven approx. 2000 miles) TR4A engine and gearbox. Looks and runs great. Be different-drive a Morgan! \$17,500 (719) 488-8533. CO.

(please turn to page 28)

Volume 19, Number 1 ■ 27

BRITISH
SPORTS CAR MART (cont.)

OTHER

1932 Rolls Royce 20/25 Mulliner-bodied four seater. Burgundy and Black with Gray leather. Sporty padded top. Wide whitewalls. \$25,000. (206) 725-2343. WA.



1973 Jensen Healey Roadster. Red w/Black int. 47k miles. Monza exhaust, sway bar, tonneau cover. Extra set of wheels. Excellent condition and looks more expensive than \$5995! (909) 596-3959. CA. (South)



1957 Hillman Husky. Runs well-lots of fun. Ready to restore. Books and all parts information included. (406) 265-4917. MT.

WANTED

TRIUMPH TR3 or TR4. Desire very nice car but will consider anything from good 'original' to show quality. Price commensurate with condition. It's been twenty years since my Triumph left me and I need another! (562) 431-6584. CA

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 March 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. ■



the \$160 mg!

On a recent visit to England when we collected the rental car at Heathrow we naturally opted for an economy model bearing in mind the cost of gas in the U.K. Our little Renault Megan was a real hotrod, 1.6 liter DOHC 16 valve with all the bells and whistles—Five speed, sunroof and fingertip controls for everything!

However upon arrival at my son's home where we were staying for a few days, he informed me that if I needed a change of vehicle I could drive the MG! Now, the last time my son had an MG was many moons ago, a blue MGB/GT if I recall correctly. So I asked him to show me the MG he said he had recently purchased, knowing that his usual method of transport was either a Scorpio or a Granada.

To my surprise he really had bought an MG! An MG Maestro 2.0i of 1986 vintage and what's more he had only paid the princely sum of *one hundred pounds* (about 160 bucks!) for this good looking bright red car. It came complete with a year's MOT test, sunroof, five-speed box and drove really well and quickly. Also it transpired to be far more economical than the big Fords in my son's stable. It's not been often that my son has made a bargain in his past car purchases but this time I had to offer my congratulations on a good deal! And if it only lasts a year suffering no major repairs, 14 dollars a month is a steal!

A few Maestro facts for the uninitiated. Built at Longbridge (not Abingdon) the Maestro was introduced in 1984 and proved to be very popular in the mid-eighties as one of a series of the 'new' MGs launched by Austin/Rover, a series which also included the MG Metro and MG Montego. Using the "O" series engine (which should have gone in the MGB!) transversely mounted, with four cylinders, 1944cc and a single overhead cam producing 115bhp got the Maestro to 60mph in 8.5 seconds. Not bad for a front wheel drive vehicle! Fuel injected (Lucas!) and a five speed gearbox (Honda!) completed the basic package.

All in all a real bargain 'banger' and guess what? The day before we returned home, I spotted another MG Maestro in the local paper, rather more expensive though at £125.00! Maybe I should have bought it and left it for my use when I go back again to England, it would certainly have been cheaper than the cost of the rental car!

—Ken Smith ■

STILL TRIUMPHANT! (cont.)

Jock Brown was a true 'character' in the best sense of the word but he ran Western Avenue very efficiently and received commendations regularly from Sir Donald Stokes. Jock died about five

years ago and the world is a lesser place without him.

(In our next issue, Paul recounts his time in Berkeley Square which includes "A dead greyhound in the top office", "How to pass the buck", and "His eminence, the Metropolitan of Tiatra")

—Paul Richardson ■

EVENTS CALENDAR (cont.)

AUGUST, 2000

- 11-13 AMGBA Convention, Armagh, PA, (800)723-6464
- 17-20 Abingdon MG Summer Party, Abingdon, IL, (847)658-2364
- 19-20 Heartland British Autofest, Davenport, IA, (309)797-2043
- 27 Taste of Britain, Lancaster, PA, (717)292-0579

SEPTEMBER, 2000

- 9 Fallfest, Moss Motors New Jersey,
- 9-10 British Car Meet, Palo Alto, CA, (310)392-6605
- 10 Battle of the Brits, Sterling Heights, MI, (810)79-4875
- 10 British Car Festival, Chicago, IL, (708)442-7380
- 21-24 MG GoF Mk70, Rochester, NY, (909)851-3030
- 24 British Car Meet, Woodley Park, Los Angeles, CA, (310)392-6605
- 30 MGs On The Rocks, Baltimore, MD, (410)817-6862
- 30-Oct 1 Battle of Britain 2000, Wings & Wheels, Santa Monica, CA, (800)235-6954

OCTOBER, 2000

- 19-22 Triumphest 2000, San Diego, CA, (858)484-1634 ■

A MINOR MIRACLE (cont.)

the only 'option' was the heater which cost \$50 and my folks paid a wholesale price of \$1350 for the car! Little did I realize that the Morris would be the only new British car I would ever own. Dad's health declined and it became difficult for him to operate the business with its many demands. My parents decided to sell the dealership shortly after my graduation that year.

I drove the Minor to the local college for a couple of years and during that time dated a pretty girl from high school. Karen and I went to lots of places in the little Morris and after two years it took me to college at a four-year school in Santa Barbara. Karen transferred to the same school as we were in love and planned to marry. We married in our senior year, received our diplomas, and continued to drive the Morris as our primary car.

In 1972 Mom gave us the MG 1100 sedan, both cars were the same color and sat next to each other in the apartment carport. With the arrival of children the MG was sold but we drove the Morris to work every day. The Arabian gas embargoes made it the most economical mode of transport.

In twelve years of use the Morris only broke down once. Ironically, it was during an emergency trip up the California coast in 1977. My Dad had a massive heart attack which he didn't survive. I headed home and the Morris fuel pump quit halfway here!

Dad and the Morris both had pumps which quit the same day—except the car had a pump that could be replaced!

Finally, in 1979, after 12 years and 128,000 miles a decision was made to sell the Morris for a bigger family car. The car had a valve job at 122,000 and the engine was still sealed and untouched from the factory except for that! However, I thought it might "blow up"

and our financial situation didn't allow for an engine overhaul!

A couple in their fifties bought the Morris. It was their third Minor and as soon as the car drove away I knew a mistake had been made! I tried to purchase the car back without success and in 1979 we moved away from Santa Barbara.

Twenty years passed. Then in June of 1999 a message was left on our answering machine. 'THE MORRIS WAS FOR SALE!' The same couple still had it and were willing to sell it back! We now had several British cars, was there room for another? You bet! We drove to Santa Barbara to look at the car which had only been driven 6,000 miles in 21 years! Very little had been done mechanically to the Minor but it was in remarkable condition. A deal was struck and I drove it home to discover that the only thing wrong with the car was a burned out license plate lightbulb. It still has one of the original Lucas factory headlights and I have the mechanical maintenance records since new!

When driving the Morris, which is almost on a daily basis, we receive more questions and attention than we had ever thought possible. People seem fascinated with this quirky little British car and stop us to talk, ask questions and make conversation wherever we go!

So, the first original owner of this Morris Minor is now the THIRD owner! What are the chances of an inexpensive little car like this surviving the ravages which thirty two years of time can bring? How many cars like this have rusted away, victims of neglect and abuse, and which were sent to the wrecker's yard to be turned into scrap? What are the chances that a couple who loved their Morris, would be considerate enough to keep my phone number for so many years, then call me when they wanted to sell the car to see if I wanted it back? All of this has to be a 'Minor Miracle!' ■

SPRINZEL SPEAKING
(cont.)

attended by over 300 of the great names of motorsport. It was just wonderful to see these guys (and gals) some of whom I had not met for over thirty years. While obviously the passage of time accounted for some absent faces, it was rare to find such a collection of talent. The gathering even included the boss of the FIA committee Sheka Mehta, multi winner of the Safari Rally, and Dave Richards. Dave who was a very successful co-driver, ran the Bennetton team last year, and is boss of Prodrive who build and run the World Rally Subaru team amongst their competition activities. Talking to such a gathering means a lot of research, as you can't get away with any 'B.S.' in front of these guys! I stuck to mentioning as many names as I could think of, and a lot of the good moments of the great rallies and races of the era. That had most of them daydreaming of their fifteen minutes of fame, and I think I got away with it...

Next stop is Australia, where I hope to 'talk story' with the keen members of the Healey Clubs in Sydney, Melbourne, and Brisbane. 'Oz' has a great collection of British cars—several models were assembled there, and it is always a fun place to visit. I'm looking forward to them 'throwing another few prawns on the Barbie' and slurping some more of that great Aussie wine!

—John Sprinzel ■

THE SWALLOW DORETTI
(cont.)

rior. Everyone who sees the car is amazed at its beautiful condition despite being over 45-years-old and the chromework really has to be seen to be appreciated. Alan describes it as 'show quality' and I would have to agree. It appears very substantial and you can tell the many hours which went into the preparation of raw parts before they received the bright triple nickel plating.

Today the car is back in Alan Simon's garage awaiting its next adventure and what happens next is anybody's guess although Dr. Simon has hinted that he wished the car could be enjoyed by someone who really had the time to show this rare beauty off. How about you, maybe driving down by the ocean with the wind in your hair and the little TR2 engine never missing a beat as you rekindle all those memories of a time when cars were built for sheer driver enjoyment.

(The author would like to thank Tom Householder, resident Doretti 'guru' of the VTR Register (who owns nine Dorettis!), John L. Stein, and Dr. Alan Simon for their help with this feature.—Ed.) ■

And on into 2000...Moss Motors is there!



Welcome to the 21st Century! As "The world's largest supplier of British sports car spares" Moss Motors is uniquely qualified to bring you everything you need to get you out on the road and keep you there. Our professional crew of British car enthusiasts are constantly working to find new and useful ways to help make owning your British classic easier, safer, and more enjoyable.

Our comprehensive catalogs feature everything you need—from spark plugs and oil filters to the obscure fastener or trim piece and our order lines are open seven days a week. We offer same day shipping and technical support that is second to none. So the next time you're grounded or just want something new for your classic, call Moss—The British sports car specialists!

Moss Motors, Ltd.
440 Rutherford Street / P.O. Box 847
Goleta, CA 93116



(805) 681-3400
(805) 692-2525 Fax
www.mossmotors.com

(800) 667-7872 Toll-Free USA & Canada



MOTORING MARKETPLACE

Brass Base SU Fuel Pump

Fits prewar and TC to approx. (C)4000. Brass based SU's have not been produced since 1948. These new units are identical to original and carry the genuine SU guarantee. 376-980 \$229.50



Close Ratio Gearsets for TR3B-6 full synchro gearbox's

Used on most U.K. racing TR's, these gear sets may give you the edge, particularly on a tight track where maximum acceleration is critical. For all Triumph gearbox's with needle roller constant pinion bearings, t23 spline clutch discs must be used with these gearsets which are available separately under our #190-820.)

	1st	2nd	3rd	4th	O.D.
TR3B-6 (pre-'73)	3.14	2.01	1.33	1.00	.797
TR6 (post '73)	2.99	2.10	1.39	1.00	.797
Close ratio gearset	2.19	1.57	1.23	1.00	.797
842-050	\$579.95				



Steering Gearbox Oil (Penrite)

A highly recommended self-leveling, high viscosity lubricant containing non corrosive extreme pressure additives. Ideal for vintage style steering box's like Big Healey, TR2-3, MG TC, XK-120s. Not recommended for rack and pinion steering. 500ML bottle. 225-340 \$9.95



Cibie Fog Lamp Sets

We have located a quantity of "new old stock" Cibie Fog lamps sets in a Canadian warehouse. Produced in the mid 1970's, these premium lamps were very popular at the time and include wiring, switch and plastic lamp covers. Easily fitted to TR6, '75-'80 MGB & Midget. Lamps measure approx. 6 1/2" wide by 3" tall. When these are gone they're really gone! 162-735 \$79.95

MGB Vinyl Spare Tire Cover

Vinyl spare tire covers are particularly appropriate and attractive for trunks which are not carpeted. 242-965 \$44.95



TR250/6 SU HS6 Carb Conversion

A reliable alternative to problem plagued Zenith Strombergs. These brand new SU's bolt



directly to stock manifolds and air filters. 370-848 \$995.00 (May not meet smog requirements in some states.)

Marque Signs

Morgan Sign 214-305
Morris Minor Sign 214-315
Morris Mini Sign 214-325
Land Rover Sign 214-345
Dress up your Garage or Den with these full color pressed tin period style signs. Size approx. 12" X 16". \$14.95



TC-TD Ignition & Headlamp Switch

An exact reproduction of the only ignition headlamp switch offered by Lucas since the mid 1950's. This is the type with the window on the bezel. 141-510 \$224.50



Alloy Flywheel Assy. For '65-'80 5 Main MGBs

For the serious performance seeker, these steel faced alloy flywheels complete with ring gear weigh just 10 pounds compared to 22 for the stock cast iron flywheel. 460-675 \$449.00



Spridget Diff Gear Sets

Brand new gear sets in the two most popular ratios.

Ring & Pinion Gear Set, 3.9:1 Spridget 265-370
Ring & Pinion Gear Set, 3.7:1 Spridget 265-375 \$395.00

TR2-3 Stowage Bags

TR2-3 Side Curtain Stowage Bag 647-130 \$149.95
TR2-3 Hood Stowage Bag 647-140 \$89.95
TR2-3 Jack Stowage Bag 647-150 \$39.95
These custom tailored heavy duty vinyl stowage bags will protect your valuable components from damage while stowed.



Morgan Sign 214-305



The world's biggest small car!



Land Rover Sign 214-345

UPHOLSTERY MGB '63-'69 SALE!

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



	Black with Black Piping	Black with Red Piping	Black with White Piping	Black with Blue Piping	Red with Black Piping	Red with White Piping	Red with Red Piping	Tan with Tan Piping	Reg.	SALE!
1963 - '69 LEATHER FRONT SEAT KITS										
1963-'68 ¹	641-170	641-180	641-190	641-200	641-210	641-220	641-230	641-235	\$479.95	\$408.00
1969 ²	641-310	641-320	641-330	641-340	641-350	-	641-370	641-375	\$579.95	\$493.00
1963 - '69 VINYL FRONT SEAT KITS										
1963-'68 ¹	641-100	641-110	641-120	641-130	641-140	641-150	-	-	\$232.50	\$197.65
1969 ²	641-240	641-250	-	-	-	-	-	-	\$298.50	\$253.75
1966 - '69 GT VINYL REAR SEAT KITS										
1966-'68 ³	643-140	643-150	643-160	-	-	-	-	-	\$239.95	\$204.00
1963 - '69 VINYL PANEL KITS										
1963-'65 ⁴	643-280	643-290	643-300	643-310	643-320	643-330	-	643-345	\$269.95	\$229.25
1966-'67 ⁵	643-350	643-360	643-370	643-380	643-390	643-400	-	643-415	\$259.95	\$221.00
1968-'69 ⁶	643-490	643-500*	643-510*	643-520	643-530*	-	-	643-555	\$259.95	\$221.00
1966-'67 ⁷	643-420	643-430	643-440	643-450	643-460	-	-	-	\$259.95	\$221.00
1968-'69 ⁸	643-560	643-570*	-	-	-	-	-	-	\$259.95	\$221.00

¹ RD to (c)158370 and GT to (c)158230
² RD to (c)158371 to 187210
³ RD to (c)158231 to 187840
⁴ GT from (c)158231 to 187840
⁵ RD to (b)37983
⁶ RD from (b)57986 to (c)138400
⁷ RD from (c)138401 to 187210
⁸ GT to (c)139471
⁹ GT from (c)139472 to 187840
 *Colors not originally fitted

**OPEN 7 DAYS A WEEK
WE WELCOME**



SAME DAY SHIPPING
(ORDER BY 3:00 YOUR LOCAL TIME)

**FREE UPS SHIPPING
OVER \$500**
(IN THE CONTIGUOUS 48 STATES)

1-800-235-6954
Toll-Free USA and Canada
805-681-3400
Local/Overseas
FAX 805-692-2525
www.mossmotors.com

PRICES VALID UNTIL MARCH 31st 2000

Moss Motors Manufactured upholstery kits are the most accurate and highest quality in the world. Carefully cut from original patterns, using the finest materials. There is no better way to ensure the long term beauty of your British sports car.

Installation can be performed with simple hand tools, no stitching required.

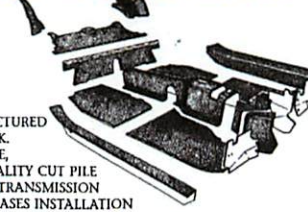
The finest vat dyed leathers and vinyls, color matched.

Marine Plywood panel backing for greater longevity.

Backing Panels accurately pre-punched for handles and mounting screws.



MGB CARPETS



- MANUFACTURED IN THE U.K.
- ACCURATE, HIGH QUALITY CUT PILE
- MOLDED TRANSMISSION TUNNEL EASES INSTALLATION
- HARDBOARD BACKED WHERE ORIGINAL
- HEAVY FELT PADDING

Original style kits duplicate the factory carpeting. To upgrade 63-76 models which originally had rubber floor mats and side rails, order the Deluxe kit which includes these sections in carpet. The GT rear carpet set includes carpet for the rear floor, wheel wells and tail light wells. Trunk Carpet Sets give that extra touch of luxury and include a spare tire cover. Spare Tire Covers clean up the trunk and prevent damage to luggage.

DELUXE CARPET SETS

BLACK RED BROWN
 '63-'67 Roadster/GT Carpet Set Reg. \$339.95 **SALE \$289.00**
 242-770 242-780 244-385
 '68-'69 Roadster/GT Carpet Set Reg. \$339.95 **SALE \$289.00**
 244-320 244-330 244-340

ORIGINAL STYLE CARPET SETS

BLACK RED BROWN
 '63-'67 Roadster/GT Carpet Set Reg. \$269.95 **SALE \$229.50**
 244-300
 '68-'69 Roadster/GT Carpet Set Reg. \$269.95 **SALE \$229.50**
 244-350 244-360 244-370
 '77-'80 Roadster/GT Carpet Set Reg. \$339.95 **SALE \$289.00**
 244-320 244-330 244-340

GT Rear Carpet Set Reg. \$199.95 **SALE \$170.00**
 242-750 - 244-380

TRUNK CARPET SETS

BLACK RED BROWN
 242-850 242-855 242-875
 Reg. \$104.95 **SALE \$89.25**

SPARE TIRE COVERS

BLACK RED BROWN
 242-860 - -
 Reg. \$45.95 **SALE \$39.10**

QUALITY-BUDGET MGB CARPET SETS

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

BLACK AUTUMN LEAF
 1963-'67 Budget Carpet Set Reg. \$154.95 **SALE \$131.75**
 242-765 - -
 1968-'69 Budget Carpet Set Reg. \$154.95 **SALE \$131.75**
 244-315 244-375
 1967-'69 GT Rear Set Reg. \$109.95 **SALE \$93.50**
 242-735

SEAT FOAMS CUSHIONS, ETC.

TC-TD-TF Reg. SALE

TC Cushion Assembly 456-590 \$519.95 **\$442.00**
 TD Cushion Assembly 456-595 \$519.95 **\$416.00**
 TC-TD Seat Foam Cushion Set 640-348 \$48.75 **\$41.45**
 TC-TD Horse Hair Seatback Pad 640-360 \$23.30 **\$18.65**
 TF Frame Back Spring Assembly 456-645 \$49.95 **\$40.00**
 TF Wood Base & Foam
 Left 456-625 \$104.25 **\$89.25**
 Right 456-635 \$104.25 **\$89.25**



'70-'80 MGB CUSTOM DELUXE LEATHER!



Cost cutting modern manufacturing techniques replaced some of the old world charm of the later MGB. Patterned, heat sealed vinyl replaced the stitched and piped classic upholstery. Now you can return your MGB to the time when dedicated crafters chose fine hides to grace the interior. The feel, smell, and artistry of the finest coachbuilt cars can be yours.

- The same high quality, materials, and dedication that we put into our classic early upholstery
- Subtle reforming of the seat foam and backing to give a plusher more luxurious feel
- Panel kits are built on plywood backing to prevent warpage
- Contrasting piping offers a colorful alternative

Black with Black Piping Red Piping White Piping Red with Red Piping Tan with Tan Piping
 1970-'72¹ Leather Front Seat Kit Reg. \$644.95 **SALE \$548.25**
 641-700 641-705 641-710 641-715 641-720
 1973-'76² Leather Front Seat Kit Reg. \$679.95 **SALE \$578.00**
 641-725 641-730 641-735 641-740 641-745
 1977-'80³ Leather Front Seat Kit Reg. \$679.95 **SALE \$578.00**
 641-750 641-755 - 641-765 641-770
 1970-'80⁴ Leather GT Rear Seat Kit Reg. \$354.95 **SALE \$301.75**
 - - - 641-870
 '1970-'80⁵ Vinyl Panel Kit Reg. \$349.95 **SALE \$297.50**
 643-750 643-760 643-770 643-780 643-790

SPRITE-MIDGET

'58-'65 Metal Seat Base 640-570 \$119.00 **\$102.00**
 '58-'62 Seat Cushion Set (one seat) 640-468 \$99.00 **\$85.00**
 '62-'65 Seat Cushion Set (one seat) 640-478 \$129.95 **\$110.95**
 '65-'68 Seat Cushions Bottom 640-530 \$46.95 **\$39.95**
 '65-'68 Back Board 640-545 \$11.95 **\$10.20**
 '68-'69 Seat Cushions Bottom 640-550 \$49.95 **\$42.50**
 Back 640-560 \$49.95 **\$42.50**
 '70-'80 Seat Base Foam 640-520 \$28.95 **\$23.20**





MGB '70-'80

OPEN 7 DAYS A WEEK

1-800-235-6954

Toll-Free USA and Canada

805-681-3400

Local/Overseas

FAX 805-692-2525

www.mossmotors.com



ORIGINAL BL-STYLE INTERIOR KITS

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

	Black	Navy	Ochre	Autumn Leaf	Champagne	Reg.	SALE
1970-'80 ROADSTER & GT VINYL SEAT KITS							
'70 - '72 Front ^{1 2}	641-520	641-530	-	641-550	-	\$279.75	\$238.00
'73 - '76 Front ^{3 4}	641-560	641-570	641-580	641-590	-	\$289.95	\$246.50
'77 - '80 Front ⁵	641-600	-	641-620	641-630	641-525	\$279.95	\$238.00
'70 - '76 GT Rear ²	641-640	-	-	641-670	-	\$219.95	\$176.00
1973-'76 GT FABRIC SEAT KITS							
'73-'76 GT Front ⁴	641-680	-	-	641-685	-	\$289.75	\$246.50
'73-'76 GT Rear ⁴	641-690	-	-	641-695	-	\$179.95	\$153.00
1970-'80 PANEL KITS							
1970 Roadster	643-635	-	-	-	-	\$199.95	\$170.00
1970 GT	643-645	-	-	-	-	\$199.95	\$170.00
1971 - '76 Roadster ⁷	643-630	643-640	643-650	643-660	-	\$199.95	\$170.00
1971 - '76 GT Vinyl ⁸	643-710	-	-	643-740	-	\$199.95	\$170.00
1977 - '80 Roadster ⁹	643-670	-	-	643-700	643-705	\$199.95	\$170.00
1970-'80 HEADRESTS (COMPLETE- READY TO INSTALL!)							
1970 - '72 Vinyl	649-100	-	-	649-130	-	\$49.95	\$42.50
1973 - '76 Vinyl	-	649-150	-	649-170	-	\$49.95	\$42.50
1977 - '80 Vinyl	641-605	-	-	641-635	641-535	\$49.95	\$42.50

¹RD from (c)187211 to 294250

²RD from (c)187841 to 298000

³RD from (c)410001 on

⁴GT from (c)297251 to 410000

⁵RD from (c)187211 to 410000

⁶GT from (c)298001 on

⁷RD from (c)187841 on

⁸RD from (c)187211 to 410000

⁹GT from (c)298001 on



MGA

	Black with White Piping	Black with Red Piping	Black with Blue Piping	Black with Black Piping	Red with Red Piping	Tan with Tan Piping	Grey with Grey Piping	Blue with Blue Piping	Reg.	SALE!
MGA ROADSTER UPHOLSTERY KITS										
Leather Seat Kit	246-030	246-020	246-040	246-010	246-050	246-060	246-065	246-055	\$499.95	\$425.00
Vinyl Seat Kit	246-150	246-140	246-160	246-130	246-170	246-180	-	-	\$299.95	\$255.00
DeLuxe Vinyl Panel Kit	246-330	246-320	246-340	246-310	246-350	246-360	246-365	246-355	\$289.95	\$246.50
Basic Vinyl Panel Kit	246-270	246-260	246-280	246-250	246-290	246-300	-	-	\$199.95	\$160.00
MGA COUPE UPHOLSTERY KITS										
Leather Seat Kit	246-090	246-080	246-100	246-070	246-110	246-120	246-125	246-115	\$499.95	\$425.00
Vinyl Seat Kit	246-210	246-200	246-220	246-190	246-230	246-240	-	-	\$299.95	\$240.00
DeLuxe Vinyl Panel Kit	246-390	246-380	246-400	246-370	246-410	246-420	246-425	-	\$339.95	\$272.00

SIDE CURTAIN STOWAGE BAGS

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

1500 & 1600 to (c)78249 Black Tan Red Reg. \$149.95

1600 from (c)78250 & MkII 243-285 243-305 243-295 \$157.95

SALE!

\$127.50

\$134.30

WE WELCOME



MGA CARPET KITS

A. MAIN CARPET KITS Reg. \$199.95 **SALE \$170.00**
RED 242-715

B. REAR CARPET KITS

ROADSTER Reg. \$72.50 **SALE \$54.40**

BLACK 242-835 RED 242-845 GREY 242-905

COUPE Reg. \$79.95 **SALE \$60.00**

BLACK 242-975 GREY 242-915

C. TRUNK CARPET KITS Reg. \$99.95 **SALE \$75.00**

BLACK 242-815 RED 242-825 GREY 242-925

D. SPARE TIRE COVERS

All Roadster & 1500 COUPE Reg. \$104.95 **SALE \$78.75**

BLACK 242-465 RED 242-475 GREY 242-935

1600 & MkII COUPE Reg. \$69.95 **SALE \$59.80**

BLACK 246-435 GREY 242-945

PRICES VALID THRU MARCH 31, 2000



TRIUMPH TR2-4A



To help you restore the interior of your Triumph to original quality, design and workmanship, we manufacture every item with only the finest materials. Our leather is tanned and vat-dyed to the highest standards to insure durability. We're so pleased with the quality of our upholstery that we guarantee 100% satisfaction or your money back upon return of the complete uninstalled kit. Please note: Some color and piping combinations are made to order only. Please allow 4 to 8 weeks for delivery.



	Black with White Piping	Red with Red Piping	Red with White Piping	Tan with Tan Piping	Grey with Grey Piping	Regularly	SALE!
TR2-TR4A LEATHER FRONT SEAT KITS							
TR2 & TR3 ^{1, 8}	642-155	642-140	-	-	-	\$569.95	\$484.50
TR3A & TR4 ²	642-165	-	642-175	642-320	-	\$499.95	\$400.00
TR4 ³	642-455	-	642-465	642-470	-	\$499.95	\$400.00
TR4A	642-255	-	642-265	642-340	-	\$529.95	\$424.00
TR2-TR4A VINYL FRONT SEAT KITS							
TR2 & TR3 ^{1, 8}	642-020	642-030	-	642-210	-	\$299.95	\$255.00
TR3A & TR4 ²	642-045	-	642-055	642-220	-	\$299.95	\$255.00
TR4 ³	642-065	-	642-075	-	-	\$299.95	\$255.00
TR4 ⁴	642-425	-	642-435	642-440	-	\$299.95	\$255.00
TR4A	642-085	-	642-095	642-240	-	\$299.95	\$255.00
TR2-TR4A LEATHER REAR SEAT KITS							
TR3 ^{1, 7}	642-950	-	642-960	-	642-635	\$399.95	\$340.00
TR3A ¹	642-535	-	642-545	642-550	-	\$249.95	\$212.50
TR3A & TR3B ⁴	642-215	-	642-235	642-245	-	\$209.95	\$168.00
TR4	642-355	-	642-365	642-390	-	\$239.95	\$204.00
TR2-TR4A VINYL REAR SEAT KITS							
TR3 ^{1, 7}	642-925	-	-	-	642-705	\$299.95	\$255.00
TR3A & TR3B ⁴	642-480	-	-	-	642-725	\$149.95	\$120.00
TR4	642-105	-	642-115	642-400	-	\$173.95	\$147.90
TR2-TR4A PANEL KITS							
TR2 & TR3 ¹	645-000	645-010	-	645-100	645-105	\$349.95	\$297.50
TR3A ³	645-025	-	645-035	645-110	645-115	\$359.95	\$308.00
TR3A & TR3B ⁴	645-045	-	645-055	645-120	-	\$369.95	\$314.50
TR4 ⁵	645-065	-	645-075	645-130	-	\$399.95	\$340.00
TR4A	645-085	-	-	645-140	-	\$379.95	\$323.00

FOOTNOTES:

- Fits thru TS22013
- Fits TR3A TS22014 thru TR4 (b)15273CT
- Fits TS22014 thru 60000
- Fits from TS60001 on
- Fits from (b)15274CT to (b)20876CT
- Fits from (b)20877CT on
- will also fit TR2
- TR2 originally had same-color piping. TR3 had contrasting piping except tan & grey.
- TR4 with surrey top uses TR4A panel kits
- TR4 change points given are for originally fitted black vinyl. Other colors and leather changed at numerous different numbers.

**DON'T MISS OUT!
SALE ENDS MARCH 31st, 2000**

TRIUMPH TR250-6

**OPEN 7 DAYS A WEEK
WE WELCOME**



**SAME DAY SHIPPING
(ORDER BY 3:00 YOUR LOCAL TIME)**

**FREE UPS SHIPPING
OVER \$500
(IN THE CONTIGUOUS 48 STATES)**

TR250-TR6 CARPET SETS

With OE no longer available, this high quality carpet is the best substitute. Wool based and rubber backed, it will last for longer than OE. We have selected the pile that is the closest match to the original.

STANDARD GRADE SETS

Black 639-380 \$146.95 **\$117.60**

TR2-TR4A CARPET KITS

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

BLACK RED

TR4A SUPERIOR CUT PILE

Regularly \$419.95 **SALE \$337.00**

TR4A 639-445 -

TR2-TR3A STANDARD CUT PILE

Reg. \$309.95 **SALE \$263.50**

TR2-3A to TS60000 639-040 -

Reg. \$299.95 **SALE \$255.00**

TR3A from TS60001-3B 639-060 639-070

TR4 STANDARD CUT PILE

Reg. \$309.95 **SALE \$263.50**

TR4 639-005 639-015

TR4A STANDARD CUT PILE

Reg. \$224.95 **SALE \$191.25**

TR4A 639-085

Reg. \$279.95 **SALE \$238.00**

TR4A 639-095

TR2-TR4A LOOP CURL CARPET

Reg. \$264.95 **SALE \$225.25**

BLACK GREY

TR2-3A to TS60000 639-045 639-200

TR3A from TS60001-3B 639-065 639-205

TR4 639-025 639-210

TR4A 639-080 639-215

TRUNK CARPET KITS

Black Standard Grade Cut Pile Material.

TR2-3B 639-300 \$94.50 **SALE \$80.35**

TR4-4A 639-470 \$71.50 **SALE \$57.20**

Red Standard Grade Cut Pile Material.

TR4-4A 639-480 \$71.50 **SALE \$53.65**



	Black	Shadow Blue	Light Tan	New Tau	Chestnut	Matador Red	Regularly	SALE!
--	-------	-------------	-----------	---------	----------	-------------	-----------	-------

TR250 and TR6 VINYL SEAT COVERS

TR250	642-560	642-555	-	-	-	642-755	\$359.95	\$306.00
TR6 '69-70	642-570	-	642-590	-	-	642-765	\$319.95	\$272.00
TR6 '70-72	642-600	-	-	642-620	-	642-775	\$319.95	\$272.00
TR6 '73-76	642-640	642-650	-	642-660	642-670	-	\$319.95	\$272.00

TR250 and TR6 PANEL KITS

TR250	645-410	-	645-430	-	-	-	\$279.95	\$238.00
TR6 '69-70	645-440	645-450	645-460	-	-	-	\$279.95	\$224.00
TR6 '70-72	645-305	645-315	-	645-325	-	645-295	\$274.95	\$233.75
TR6 '73-75	645-330	645-315	-	645-350	-	-	\$274.95	\$233.75
TR6 '74-76	-	645-380	-	645-390	645-400	-	\$274.95	\$233.75

¹(Fits from CC25000 to CC32142)

²(Fits from CC50000 to CC85737)

³(Fits from CF1 on.)

⁴(Fits CC25000 to CC50000.)

⁵(Fits CC50000 to CF1.)

⁶(Fits CF1 to CF12500.)



1-800-235-6954

Toll-Free USA and Canada

805-681-3400

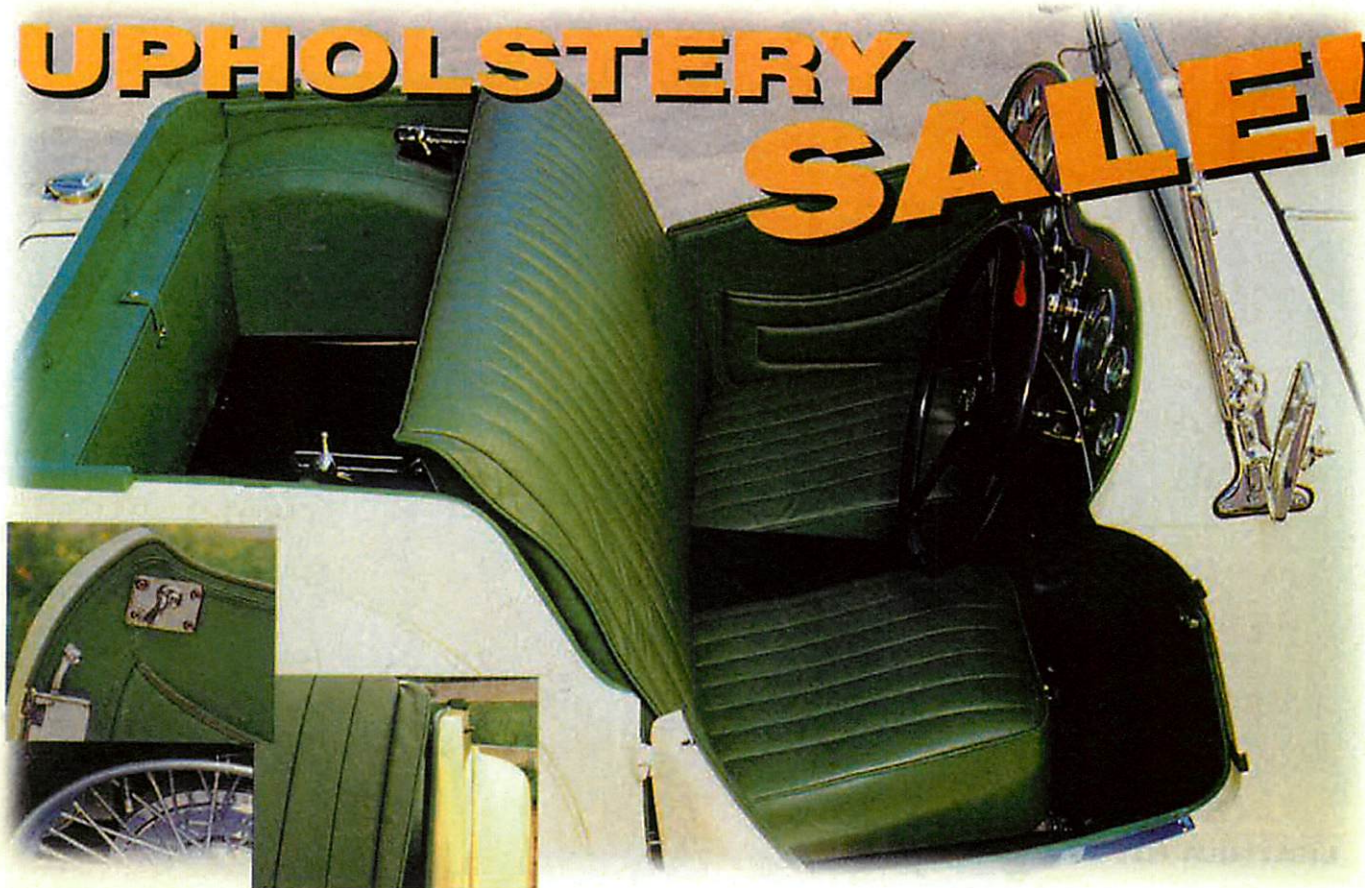
Local/Oversas

FAX 805-692-2525

www.mossmotors.com



UPHOLSTERY SALE!



All components are pre-cut and pre-sewn by our own upholstery shop. The leather and vinyl materials have been carefully selected for texture and are production-dyed to recreate the original colors as closely as possible. We are so confident of our interiors that we offer a full and unconditional guarantee. If our product does not meet with your standard of quality, return the complete uninstalled kit immediately for a full refund.

MGTC-TD-TF

Tan Green Biscuit Red Black Reg. **SALE!**

LEATHER SEAT KITS

TC 245-480	245-010	245-020	245-000	245-030	\$479.95	\$384.00
TD 245-490	245-050	245-060	245-040	245-070	\$479.95	\$384.00
TF 245-500	245-090	245-100	245-080	245-110	\$599.50	\$509.60

VINYL PANEL & TRIM KIT

TC 245-570	245-370	245-380	245-360	245-390	\$384.95	\$308.00
TD 245-580	245-410	245-420	245-400	245-430	\$384.95	\$308.00
TF 245-590	245-450	245-460	245-440	245-470	\$389.95	\$308.00

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

OPEN 7 DAYS A WEEK

WE WELCOME



1-800-235-6954

TC-TD-TF CARPETS

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

TC Carpet Set

454-448 Reg. \$214.95 **Sale \$161.25**

TD Carpet Set Fits LHD to (c)4236.

454-458 Reg. \$279.95 **Sale \$224.00**

TD & TF Carpet Set Fits LHD from (c)4237.

454-478 Reg. \$284.95 **Sale \$232.00**

TD & TF Carpet Set Fits RHD flat floor.

454-468 Reg. \$289.95 **Sale \$232.00**

Dated Material - Please Rush! Your Time To Save Is Feb. 28th To Mar. 31, 2000



Moss Motors, Ltd.

440 Rutherford Street
P.O. Box 847
Goleta, California, 93116

Address Service Requested

Non-Profit Org.
PRESRT STD
U.S. Postage
PAID
Permit No. 6
Henry, Illinois