




# The Marque



FEBRUARY 2004		
<p><a href="#">Officers</a></p> <p><a href="#">Articles</a></p> <p>Club Incorporation Discussion, Part II, By Mark Macy</p> <p>Are Triumphs Addictive?</p> <p>Where the heck is Goleta?</p> <p>Bruce still needs TR2 Pieces</p> <p><a href="#">Tech Tips</a></p>	<p>The official publication of the Miami Valley Triumphs Club.  <b>P. O. Box 144, Bellbrook, Ohio 45305</b></p> <p><b>4 February membership meeting will be held at Fuddrucker's on Kingsridge Drive behind the Dayton Mall at 7:30 PM</b></p> <hr/> <p style="text-align: center;"><b>Check out the TRA 2004 Info Pages. Updated January 7th!</b></p> <hr/> <p style="text-align: center;"><b>Please contact Ellis with Event Info for 2004!</b>  <a href="mailto:ballpad@aol.com">ballpad@aol.com</a></p> <hr/> <p style="text-align: center;"><i>Subscriptions to the "British Marque Car Club News" magazine now available to participating club members.....that's us!</i></p> <p style="text-align: center;"><i>Click <a href="#">HERE</a> to get started.</i></p> <hr/> <p style="text-align: center;"><b>If you don't wish to view the Marque as an Adobe file, just follow the underlined links on this page to see everything that is incorporated in the "Adobe" version.</b></p> <hr/> <p>View this month &amp; previous months' Marques in printable format:  <a href="#">"pdf" info</a></p> <p><a href="#">February 2004</a>, <a href="#">January 2004</a>, <a href="#">December 2003</a>, <a href="#">November 2003</a>, <a href="#">October 2003</a>, <a href="#">September 2003</a>, <a href="#">August 2003</a>, <a href="#">July 2003</a></p>	<p><b>President's Corner</b></p> <hr/> <p style="text-align: center;"><b>Events February 2004</b></p> <p style="text-align: center;"><a href="#">Super Bowl Party</a></p> <p style="text-align: center;"><a href="#">February Membership Meeting</a></p> <p style="text-align: center;"><a href="#">2004 Events</a></p> <p style="text-align: center;"><b>Meeting Minutes January '04</b></p> <p style="text-align: center;"><a href="#">Other Triumph Club Newsletters</a> <b>New!</b></p> <p>Please send comments/suggestions to:  <a href="mailto:news@miamivalleytriumphs.org">news@miamivalleytriumphs.org</a>  or to the P. O. Box</p> <p>Note: Due to formatting limitations, some items appearing in this newsletter may not be in the printable version mailed to members.</p>
<p><b>TRA 2004 Info</b>  Members only and not in the pdf version.</p> <p><b>Dayton BCD</b>  <a href="#">BCD 2004</a> <a href="#">MVT Web</a></p> <p><b>BCD 2004</b>  <a href="#">Registration</a> <a href="#">MVT Web</a></p>	<p><b>Obligatory Disclaimer</b></p> <p>"The Marque" is the official publication of the Miami Valley Triumphs Car Club, P. O. Box 144, Bellbrook, OH 45305. Views stated in the "Marque" are not necessarily those of the officers or members of the club. Technical data is provided for information only and no liability is assumed for suitability, applicability, or safety. Miami Valley Triumphs is a registered chapter of the Vintage Triumph Register and a local center of the Triumph Register of America. Meetings are held the first Wednesday of the month at Fuddrucker's Restaurant on Kingsbridge Drive, behind the Dayton Mall, unless otherwise noted in the "Marque". General membership meetings are at 8:00 pm with informal dinner starting at 6:00 pm prior to the meeting. Anyone interested is most heartily invited to attend. Triumph car ownership is not required.</p>	

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## **FEBRUARY '04 EVENTS**

By Ellis Ball

**1<sup>st</sup>; Superbowl Party at the Clough Ranch**  
**3<sup>rd</sup>; Membership Meeting**  
**10<sup>th</sup>; BCD Meeting. More info on time and place when available. Contact Ellis at 937-746-5189 or Phil at 513-423-8175**

## **MARCH '04 EVENTS**

**20<sup>th</sup>; Annual MVT Awards Banquet at the Manchester Inn, Middletown. Cost is \$30.00 per person. Please send payment by 13<sup>th</sup> March so the Inn can be notified of the number to be served. More information available from Carolyn Daye at 937-423-8157 or e-mail: pdaye@cinci.rr.com**

## **JANUARY 2004 MEMBERSHIP MEETING MINUTES**

Lois Bigler

**President:** Welcome to all, especially to visitors. Peggy Miller and Dustin Ryan have a 78 TR7 Sam and Sean Shortes have a 71 Spitfire MK IV HORROR STORIES-Fred lost a wheel, didn't hurt anything on the car when happened [just heart failure for Fred]

**Vice President:** Very busy with flying duties. Has sold interest in Sporty Car Garage. Steve Emerson is now person to contact.

**Membership:** 2 renewals and 2 new memberships received. Welcome and hope they will be able to join us at a meeting.

**Treasurer:** Updated treasury amounts.

**Secretary:** Minutes of December meeting approved as printed in Marque.

**Marque Editor:** Mike needs information for Marque by January 10<sup>th</sup>.

**Fudge chair:** Send any new recipes to Ellis. Bring samples to meeting.

**Events:** January none scheduled  
February 1<sup>st</sup>; Super Bowl Party Clough Ranch  
**INFORMATION AND DIRECTIONS IN MARQUE OR CONTACT BRUCE DIRECTLY!!!!!!!!!!!!**  
March 20<sup>th</sup>; MVT Banquet Manchester Inn Middletown  
June 24-26<sup>th</sup>; TRA Springfield

Bruce would like for some of newer members to plan driving event or other wonderful activity [would be a good way to become more involved in MVT club].

Stan has rough outline of longer driving event. Will put information in Marque requesting response so he knows if enough interest to proceed with planning.

**PLEASE SEND EVENT INFORMATION TO ELLIS, ballpad@aol.com REVIEW MARQUE AND/OR WEBSITE FOR PARTICULARS ON EVENTS:**

**Old Business:** TRA information is on MVT website. Registration form and preliminary schedule of event information regarding event has been sent to multiple British Auto related websites.

Headquarter hotel is the Holiday Inn, make reservations with them, backup hotel is Hampton Inn.

**New Business:** ADDITIONAL Nominations for awards in March.

Press On Regardless	John Parker Ellis Ball Bruce Clough
Keep It On The Road	Stan Seto Fred Grimm
Most Improved	Jay Kolb John Parker
Marque of Distinction	Mike McKitrick Mke Ross

### **OFFICER NOMINATIONS**

President	Stan Seto
Treasurer	Carolyn Daye
Secretary	Lois Bigler

BCD planning meeting will be in Feb. Contact Stan Seto, Phil Daye, Lorna Ball

The planned program to be presented by Mike Ross on DROPPED THRUST WASHERS had to be postponed due to technical difficulties!

50/50 winner Lois Bigler

Next meeting on February 04, 2003 at Fuddruckers  
**REMEMBER YOUR NAME BADGE!!!!!!**

## What Happened to Kenneth?

From Fr3nk

Hillary Clinton goes to a primary school in New York to talk about the world. After her talk she offers question time. One little boy puts up his hand, and the Senator asks him what his name is. "Kenneth."

"And what is your question, Kenneth?"

"I have three questions: First - whatever happened to your medical health care plan?  
Second - why would you run for President after your husband shamed the office?  
And Third - whatever happened to all those things you took when you left the White House?"

Just then the bell rings for recess. Hillary informs the kiddies that they will continue after recess. When they resume Hillary says, "Okay where were we? Oh, that's right, question time. Who has a question?"  
A different little boy puts his hand up; Hillary points him out and asks him what his name is. "Larry."  
"And what is your question Larry?"

"I have five questions:

First- whatever happened to your medical health care plan?  
Second - why would you run for President after your husband shamed the office?  
Third - whatever happened to all those things you took when you left the White House?  
Fourth - why did the recess bell go off 20 minutes early?  
And Fifth - what happened to Kenneth?"

## TO INC. OR NOT TO INC., THAT IS THE QUESTION –

### PART 2

By Mark Macy, MVT

Welcome back everyone! Hope you all enjoyed the holidays. Now that all of that hoopla is over, it's time for me to finish boring you with my thoughts on the MVT incorporation question. The same disclaimer that I wrote in part 1 still applies, and rather than repeat it again here I'll refer you back to the December 2003 issue of *The Marque* for review. Also, I've asked Mike to restrict this to MVT members only on the web site. For the good of the club, you too should treat this as a confidential communication because there is some information about MVT here that should never be seen in Columbus or the nearest IRS office.

If we decide that Incorporation is the direction that we want to take the club, the process includes steps that *must* be taken and many more that *should* be taken (but aren't mandatory). Each of the "should" steps will bolster the premise that MVT Inc. is a "stand-alone" legal entity and solely responsible for its actions, which is exactly what we're trying to do. The goal here is to make the club shoulder all of the liability and not the individual members. If we proceed down this road, I think we should do everything we can to increase our protection.

Step one in the incorporation process is the easiest. It will only take about 15 minutes to fill out the *Initial Articles of Incorporation* and the *Original Appointment of Statutory Agent* forms and submit them to the Secretary of State. Upon receipt of these forms (and our check for \$125.00) the Secretary of State will bless us with a state charter, and "Miami Valley Triumphs, Inc." will exist as a legal entity. Now the fun starts.

Remember that we have just formed a "new" club in the eyes of the law. The old MVT and MVT, Inc. are two different organizations (legally), and as such we really shouldn't automatically roll the old club over into the new one. But I'm getting ahead of the story a little bit.

Step two in this whole process will be to obtain a new Federal ID number from the IRS. MVT, Inc. cannot continue to use the old MVT ID number because they are different clubs. It would be like 2 people having the same social security number (legally), which would confuse the crap out of the IRS. Obtaining a new Federal ID number is another simple form (SS-4), but now we need a new bank account because the club checking is linked to the old ID number. If we do this switch before TRA this year, we'll need 2 new checking accounts (and checks), because both accounts were established under the old number. Can you see how this is starting to snowball?

Now that we've had to contact the IRS for a federal ID number, we're back on their radar screen. Right now, MVT is not filing any kind of tax return. According to my CPA, we should be filing a Form 990 every year. I don't know how we're getting away with this, but I guarantee you that we'll be filing a corporate 1040 every year for MVT, Inc. Under current IRS rules, MVT, Inc. will have to be in existence (and pay taxes) for at least 2 years before we can apply for 501-3-C tax-exempt status. Even then, we'll still need to file some type of tax return every year.

The State of Ohio is going to be the biggest thorn in our sides if we incorporate. While the IRS at least knew about MVT back when they issued the original Federal ID number, the State hasn't had a clue. Filing the Articles of Incorporation will certainly get their attention, and the existence of MVT, Inc. will be made known to every revenue-gathering department the State Government has. The Ohio 1040 corporate tax return will be the only taxes we actually owe (and this could be a big number this year for both Federal and State with the income from TRA!). Someone (NOT ME!) will be very busy filling out forms from the ODJFS, BWC, and various departments of the Division of Taxation to prove that we don't have any employees, don't own any personal property, aren't making any sales (mums the word about t-shirt sales at TRA & BCD), and that we don't owe them a damn dime! That is, as long as the forms are returned on time. File a form late, and even though we owe no taxes, we'll still have to pay a late fee! The State of Ohio's budget crisis is a wonderful thing, but I'll stay off of that soap box for now.

In addition to filing the forms, changing bank accounts, and dealing with the tax people, there are still 2 more things on the

“must do” list. If you remember in step 1, I mentioned the appointment of a statutory agent form. The statutory agent for a corporation is simply a stable point of contact for the corporation so the State of Ohio can track you down (for example, when the tax forms come back as “addressee unknown”). Normally this is the office of the corporate accountant or attorney, but it could be someone (like Bruce) who will always be in the club. The hard part of all this will be to monitor the statutory agent and make sure the State is notified of address (or agent) changes. As tempting as it may seem, we don’t want to let MVT Inc. drop off of the State’s radar screen once we’ve popped up on it. It’s part of that “acting responsibly” thing I mentioned in part 1. The last thing we “must” do is another task to remember. If we file the *Original Articles of Incorporation* (step 1) as a “not for profit corporation” (which does not relieve us of the tax filing requirements), we’ll need to file a *Statement of Continued Existence* with the Secretary of State every 5 years. I don’t know about any of you, but I have no idea where I’ll be or what I’ll be doing 5 years from now, so remembering to do this could be tough.

Grimm gave me the best thought to sum up this whole issue. According to Fred, “we need to decide if the risk is worth the hassle”. Well put Fred! Very well put!

If you’re still with me through this maze of things that must be done, we’ll move on to the “should do” list. As I mentioned earlier, at this point we could simply “roll” MVT over into MVT, Inc., but that wouldn’t help our case that MVT Inc. is a “stand-alone” entity. To do it correctly, MVT would have to be dissolved following the procedures outlined in the MVT by-laws, and the new club MVT, Inc. seemingly created from scratch. Neither the by-laws in effect now, nor the proposed revision, contain an option for donating the club (MVT) treasury to another club (MVT, Inc.). Something needs to be added to the MVT by-laws to allow this to happen if we choose to incorporate.

MVT, Inc. will have to elect it’s own officers. The existing MVT officers can be elected to terms that mirror their current terms, but we should go through the motions and have the corporate meeting minutes reflect that the elections took place, and the results.

MVT, Inc. will need to adopt it’s own set of by-laws. This can be as simple as editing the MVT by-laws so that every reference to MVT now reads “MVT, Inc.”. Again, the meeting minutes must show that the members of MVT, Inc. adopted these by-laws.

Since MVT, Inc. is a new and different type of legal entity, the club insurance policy and any other legal contracts that MVT has (like the hotels for TRA), will need to be modified/changed/re-written to let the other parties know that they are now dealing with a corporation rather than a group of individuals.

Whew! I think that about covers the process. Some might say this is over-kill, and some of you might think of something I’ve missed. It makes no difference to me if we incorporate the club or not, but as I’ve stated repeatedly, if we are really concerned about limiting our individual liability, we should do everything possible to help the cause. MVT member Fred

# MVT Superbowl Party

The Clough's Invite You To  
The 2004 MVT Superbowl  
Party, at which we eat,  
drink, cavort, chat - about  
everything but watch the  
game (although we try to  
catch the commercials)!



Sunday, 1 Feb 04, Start:  
5PM'ish  
Bring a covered dish and  
alcoholic beverage if you wish,  
plates, dishes, and non-



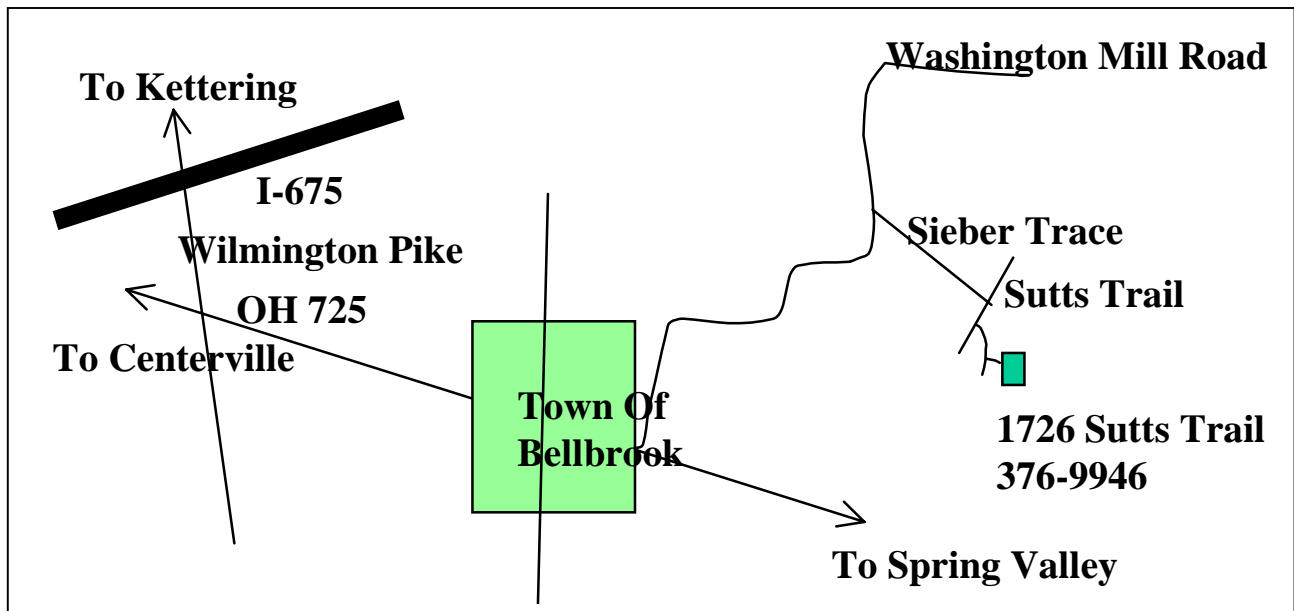
More Info? Call 937-376-  
9946, or email:  
[clough@erinet.com](mailto:clough@erinet.com).  
Looking forward to seeing  
you!  
Map On Overleaf!



Go

# Map To Rancho Clough

Directions From Kettering: Take Wilmington Pike to OH 725 (Alex Bell Rd) Turn left and follow through the lovely town of Bellbrook. As you leave the town's east side there will be a road on the right, Washington Mill (hard to miss - there is a driving range on the corner and it's across from a closed ice cream shop/stand - it's also the second left after the light in "downtown" Bellbrook. Turn left on Washington Mill and follow it until it comes up out of the valley and makes a sharp left turn. Right after this turn is a road to the right called Sieber Trace. Turn on Sieber Trace and follow it until it dead-ends. That's Sutts Trail. Turn right on Sutts and turn down the asphalt driveway on your left which is flanked by two stone mailboxes (only one, "1726" is beside the first one). Go through the woods and cross the creek and we're the first house you come to, a contemporary ranch sitting up a bit with the four car garage. Park as close to the garage as you can - if you see the Blazer sitting on the lawn don't park next to it!



## TRA 2004 EVENT INFORMATION

### **Accommodations**

All accommodations are at I-70 (exit 54) and SR 72. The host hotel is the Holiday Inn Springfield South (Holidome) with 75 rooms (pets are allowed). The TRA negotiated rate is \$80.00 plus tax. Be sure to mention TRA when you make your reservations to get this rate. All events will begin and end at the host hotel.

**Holiday Inn Springfield South**  
**383 E. Leffel Lane, Springfield, OH 45505**  
**937-323-8631**

The overflow hotel is Hampton Inn (1/2 mile west of the Holiday Inn), which has 50 rooms at the negotiated rate of \$71.00 plus tax (no pets). Be sure to mention TRA when you make your reservations to get this rate.

**Hampton Inn**  
**101 W. Leffel Lane, Springfield, OH 45506**  
**937-325-8480**

### **Welcome Reception**

The Welcome Reception will be held prior to the TRA Membership meeting. A pizza buffet will be available for \$5 per person.

### **TRA Membership Meeting**

Thursday evening is the annual TRA membership meeting. You can learn more about TRA, meet the officers and contribute your ideas, concerns, suggestions, etc.

### **TRA Registration**

Registration for TRA will be set up in the lobby of the Holiday Inn's Conference Center. This is located to the left of the hotel main entrance. Registration will open Thursday at 10:00 a.m.

### **Plant Tour**

Have you ever wondered how trucks are made? Now you have a chance to see first hand. We have arranged a free tour of the International Truck plant on Thursday morning. Please indicate your interest in participating when filling out your registration form. You must wear long pants, no open toed shoes and no children under age 16.

### **Self-Guided Tours**

This year we will have many options for self-guided tours which you can take whenever you have the time. Pick and choose as many as you like. Maps and directions will be available at registration.

### **Judging School**

If you've ever wondered what you have to do to be a Concours judge, attend John Gabel's Judging School (open to everyone). This is also recommended for those entering a Triumph in Concours. If you are interested in purchasing a TR2/TR3 Judging Manual, please contact John at 614-486-3948. TR4/TR4A Judging Manuals are available from Lou Metelko at 260-925-6740.

### **Early Morning Runs**

Yes, there are two early morning runs if you are interested. One is scheduled Thursday morning, for anyone arriving early. If you can't make it Thursday, another run is scheduled for Saturday morning. Bruce Clough will lead you to who knows where on these runs, but I'm sure they will be fun!

### **Concours D'Elegance**

The most anticipated event of every meet is the Concours. This is based on the TRA 100 point rating system. There will be classes for TR2, 3, 3A, 3B, 4, 4B and modified.

Modified cars will be judged similar to regular judging rules with the exception of originality. These cars are eligible for all concours awards except Best of Show.

### **Participant's Choice**

Don't have a concours car? Then the Participant's Choice Car Show is for you. Everyone can participate in this judging event and all Triumphs are welcome.

### **Auction**

Friday night at the auction! You know you always have a good time and this year should be no exception. The proceeds of the items sold are split 80/20. Please, only clean parts. The TRA 2004 auction committee reserves the right to refuse any item being donated. Reserves can be placed on items. Items being auctioned can be dropped off anytime registration is open. And remember, the President's Reception will be held prior to the auction.

### **Road Rally**

This year's rally promises to be as exciting and challenging as those in previous years.

### **Springfield Shopping Excursion**

For anyone interested, especially the ladies, we will offer a shopping excursion to several unique shops in the Springfield area. The final shop also has a restaurant for lunch. Transportation will be provided free of charge. Please indicate your interest when filling out your registration form.

### **Miscellaneous**

Are you feeling lucky? Purchase a 50/50 raffle ticket Thursday or Friday. The drawing will be held right before the auction begins Friday night.

Friday afternoon we will have ice cream sundaes from locally famous Young's Dairy for \$2.

## **TRA EVENT SCHEDULE**

### **THURSDAY, 24th June**

07:00-09:30 - Early Morning Run/Breakfast  
09:30-12:00 - International Truck Plant Tour  
10:00-16:00 - Celtic Isle Open House / Waynesville, OH  
10:00-18:00 - Registration / Auction Item Drop-off  
10:00-19:00 - 50/50 Raffle Sale  
12:00-18:00 - Self-Guided Driving Tours  
18:00-19:00 - Welcome Reception  
19:00-20:00 - Membership Meeting  
20:00-21:00 - Judging School  
20:00-21:00 - Tech Session

### **FRIDAY, 25th June**

09:00-11:00 - Registration / Auction Item Drop-off  
09:00-17:00 - Self-Guided Driving Tours  
09:00-19:00 - 50/50 Raffle Sale  
09:00-15:00 - Concours d'Elegance/Participants Choice/Modified Class  
09:30-02:00 - Springfield Shopping Excursion/Lunch  
13:00-16:00 - Auction Item Drop-off  
13:00-17:00 - Registration  
14:00-15:00 - Ice Cream Social  
15:00-16:00 - Tech Session  
18:30-19:00 - President's Reception  
19:00 - 50/50 Drawing  
19:00-??:?? - Auction

### **SATURDAY, 26th June**

07:00-09:30 - Early Morning Run/Breakfast  
08:00-10:00 - Registration / Auction Settlement  
09:00-16:00 - Self-Guided Driving Tours  
12:00-15:00 - Road Rally  
13:00-15:00 - Auction Settlement  
16:00-17:00 - Tech Session  
19:00-22:00 - Awards Banquet

## **WARNING: Triumphs Can Be Addictive**

By Mark Macy, MVT

STOP THE INSANITY! We just purchased our 6<sup>th</sup> Triumph! If there is no cure for this madness, then we need to be directed to the nearest 12 step program, and fast!

This newest addition to the Macy stable seems like a perfectly logical idea, but those of us with a monkey on our backs are quite adept at using logic for a crutch. Tonda has acquired a taste for early TR4's (I wonder who's fault that is?), but for some reason was not willing to wait several years for our other TR4 to move up on my priority list. When we decided to save instead of scrap CT611, part of my reasoning was that I only know of a very small handful of the first 1000 TR4's that are still in existence, and this latest member of our family was among that count. When I learned that CT675 was on the market, my initial reaction was that we didn't need another TR (especially one with roll-up windows), but the look of disappointment on Tonda's face when I said NO forced me to reconsider (quickly!). The rare Surry top and the fact that it was located nearby in Cincinnati helped too. After jetting around the country all the time, I no longer enjoy the big road trips to go get a car.



**January 1, 2004. Tonda picks up HER new TR4 in Cincinnati.**

So what's the next 'must have' on our list? How about a new barn? Let's put a barn raising on the club activity schedule for next year, because I'm out of room! The new TR4 is presently in Tonda's Mom's garage in Cincinnati, and we have no plans to retrieve it before April 1. Sounds like an appropriate date for a couple of Triumph Fools to bring TR #6 home, doesn't it?



Evidently a great day to drive your British car, as a 'Roller' passes Tonda on the way to her Mom's house.

## Where in the heck is Goleta?

By Mark Macy, MVT

OK. I'll admit that I have never looked at a California map to see where Goleta, home of Moss Motors, is located. Had no reason to even think about it. I'm more concerned about whether my order is in stock in Moss's New Jersey warehouse so I can get it in 2 days as opposed to a week. But then there was the "where's Michael Jackson" event on TV, and my Moss sales rep happened to mention that the news helicopters were hovering over the Moss Motors building all day, and I quickly learned that the Santa Barbara airport is in Goleta. As luck would have it, I had an overnight trip to Santa Barbara scheduled for the end of December. With Rutherford Street only 4 blocks from the airport, I simply had to stop in for a visit.



MVT-VP walks on 'Holy Ground' outside the Moss Motors Goleta CA complex.

We arrived in Santa Barbara around noon on a Sunday, and with our departure scheduled for 9AM Monday morning, we set a time of 7AM for my visit. My sales rep normally gets there at 6AM to answer calls from all of us "east-coasters", so this did not cause a problem for him. It did affect my ability to take photos inside though, because only a minimal amount of lights are on until the majority of Moss's 80+ employees arrive at 8:30.

From the outside, Moss Motors is a large and modern brick building surrounded by lush green landscaping and every bit as picturesque as shown in the photos they publish from time to time. What they don't ever show you is that 440 Rutherford Street is at the end of a dead end street and situated across the street from a trailer park. It looks out of place with the rest of the neighborhood, and I've included a picture with this article for your amusement.

Once inside, I discovered a small showroom with primarily steering wheels, grills, and exhaust components on the walls. They did have several large pictures taken in various British Car assembly plants in the 50's and 60's mounted high on the walls, which were the most interesting items I found in the showroom.

Our "tour" took us back into the office area where the sales reps and merchandise buyers all reside in cubicles which look like any other large office complex, with the exception of several lighted neon signs advertising the British car manufacturers. These too were mounted high on the walls, so I could see that I wasn't going to have much luck carrying home a "souvenir". After a quick glance through the door of the art department where all of the catalogs, sale flyers, and Moss Motoring magazine are produced, we were on our way to the warehouse.

The California warehouse processes between 700 and 1000 orders a day, and Mondays are usually the busiest day of the week. I didn't ask how many orders go out of New Jersey, but it's probably a comparable number. The warehouse is just that, a warehouse, with rows and rows of shelving and bins holding the bits we need to keep our LBC's on the road. Parts are stored with the fastest selling part numbers closest to the conveyor belt, and the order pickers use a computer to look up the location of parts that they don't know from memory. This means that if you mess up and order an xxx-120 when you really wanted an xxx-125, you shouldn't claim that they grabbed the wrong item off of the shelf, because they could be located at opposite ends of the building! It also makes it extremely difficult for the sales rep to pull one of each of 2 similar parts and explain the difference to you if you don't know which one you need. Better to order both, and return the one you don't need if it's small and easy to ship back.

Once the order is picked, your “tub” is rolled to the end of the track where according to my rep it’s “SUPPOSED” to be checked by quality control before proceeding on to the packers who’ll box it and load it onto one of several UPS trucks that are dispatched each day.

In 25 minutes time, we’d seen the whole operation, and I was being “patted down” at the front door to check my pocket contents. It is hard to imagine that there are that many LBC owners ordering parts every day to keep 80 some people employed (plus the NJ crew), and I know that without the help of computers they’d never keep track of this huge quantity of different parts. Moss has expanded beyond British in the last few years with Miata, PT Cruiser, and Mini catalogs. Just recently they added a book full of Hummer accessories, but for now, the British parts are the majority of their business.

If you’re ever near Santa Barbara, by all means stop in and visit the place where so much of your money disappears. But having been there, I wouldn’t make a special trip from LA or San Francisco just to go there. After all, it’s just a building with cubicles and a warehouse, and that blue & white Moss sign out front!



Seldom seen view of the Moss neighborhood.