

MOSS Motoring

Summer 1991



One thing that emerged after a day of car pushing, driving and arranging was that many of those staff members behind in weekend car repairs left feeling inspired...

Cheers from the Moss Crew... We're Showing Off Our Own British Cars!

Seeing so many of our customer's British sports cars, in varying stages of restoration (both in our newsletter and at our Goleta facility) had Moss staff members asking "How about a photo of our own cars?". Thinking it over, we decided to make an event out of it, and so emerged the Moss Crew BBQ & Foto-fest!

Saturday, May 11th dawned foggy and cool, but by 11 am, as the Moss crew started to trickle in, the sun was beginning to emerge. The Moss RV loomed hugely in the background, serving as the central seating and meeting place for starving employees. As the barbecue coals began to fire up, and the first sodas and beers popped open, the rumble of exhaust notes started echoing throughout the company back lot.

We wonder what the neighbors thought was going on as an MG TF and TD zipped into the lot, along with at least a dozen MGBs (both roadsters and GTs), a Midget, several Triumphs (with a roar of free flow exhaust systems), MGAs, another few T-series and both a Morris Woody and a Pickup! Sneaking in late was a TVR, a Berkeley, a 6 and a 12 cylinder E-type, a Spitfire and a Morgan. And you'll notice our "future" sales staff members in the front row in our own mini Triumph TR2.

For those of you who are still hard at work on your "restoration" (which is sometimes a handy word for non-

running basket case), don't feel like the Lone Ranger. We heard a couple grumbles on the timing of the Foto-fest; there were those who could have had their in-progress car/s in the shot...if (and we know you've heard this one before) "they had more time to get it on the road". So, in reality, we have quite a few more employee-owned cars that didn't make it to the shoot. (Maybe next year?) One thing that emerged after a day of car pushing, driving and arranging was that many of those staff members behind in weekend car repairs left feeling inspired and

ready to begin work again! However, there are many of us who actually drove restored and beautiful British sports cars to the event...and do drive them every single day! Leading this variety pack of British sports cars is our fearless leader Howard Goldman in his MG TC. (If you hear a rumor that Howard was the first person to arrive, and stayed in his car, in the front row, until the final shot was taken...it's just not true!)

To make the day even more fabulous, everyone who attended received a one-of-a-kind commemorative T-shirt to mark the occasion. Since the T-shirts were so popular, we had quite a few requests for special Marque Day T-shirts, that would be available for a small sum at the annual events. If a one-of-a-kind British T sounds good to you, let us know about it.

Unfortunately, those hard-working employees taking care of your Saturday part requests were unable to make it down to the shoot, but we did manage to get a hold of a few of their cars. So, if you don't spot your favorite sales advisor, don't despair—he was most likely answering busy Saturday crisis phone calls—and hoping someone would show up with a couple of hamburgers, a drink and a T-shirt!

MOSS

Summer Bonus

Put all your eggs in one basket, or at least your parts in one order. Because, if you're planning on doing any rebuilding or restoration this summer, we've got a nice bonus for you.

When you place any retail order over \$250.00 between June 10th and July 27th, you'll automatically receive 5% off your total order...and that includes all items in our fabulous summer sale!

So, if you've been putting off ordering that carpet set, and really need a tune-up and an oil change, give us a call today!

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Contributions Invited

Contributions are greatly appreciated and every effort will be made to use appropriate material. Items for consideration should be mailed to our newsletter production office (right down the road from Moss Motors):

Moss Motoring, 400 Rutherford Street, Goleta, CA 93117.

Double-spaced, typed information is preferred. 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:

\$75.00 GIFT CERTIFICATES

Technical Articles, Marque Reviews, Histories (cars, race teams, etc.) and Personality Profiles

\$40.00 GIFT CERTIFICATES

Book Reviews, Club Article Reprints (humorous or general interest)

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

Prices

Sale prices are valid from June 10 through July 27, 1991.

Highlight prices are valid thru October 29, 1991



The MG Specialists in Canada
Octagon Motor Group Limited

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Vancouver, B.C. V5Y 1B8
CANADA Phone: (604) 874-2246

Parts, Warehouse & Mail Order Supply
7940 Winston Street
Burnaby, B.C. V5A 2H5
CANADA Phone: (604) 420-1242

Sports Car Gallery

Sports Car Gallery features a memorable British sports car photo (or several) in each issue of the Moss Motoring. Please send your photos to: Editor, Moss Motoring Sports Car Gallery, 400 Rutherford Street, Goleta, CA 93117

(We receive many wonderful stories from British car owners, often describing, in loving detail, just what their sports car means to them. Unfortunately, we don't always have the space to print these articles in their entirety, so we're going to try to give you a sample of the feelings that fellow enthusiasts have for these special cars.-Ed.)



The car was on a hillside completely apart, frame, motor, transmission, etc...taken out. I am on my 4th year of restoration and plan on entering it in the 1991 British car show in Portland.
Pat McMahon Eugene, OR



My 1955 Austin-Healey 100-4... It's been a long haul, but lots of good hours and times. R.L. Dagen Superior, WI

This car is located on the Richardson Highway just south of Fairbanks, Alaska, at the town of North Pole. Guess we have finally found out how Santa really gets around! Frank Grover Omaha, NE



I have been an MG nut for over 20 years. I have had seventeen MGs. Mostly TCs, TDs and TFs. I have restored seven of them from the ground up. I now have a red 1952 TD that I plan to drive and not restore.
Harold Gray Portland, OR

Given the rotten body condition of my MGB, which the best body man in Idaho has labored over for two months, my wife is beginning to doubt both my sanity and the flexibility of our budget. (Someday, I'll explain the thrill of watching my Honduran body man create a frame for the right side and perform the miracle of a door that closes square, all without ever asking why I want the rust bucket running.)



Greg Johnson
Middleton, ID



LETTERS

We All Do Deserve Credit



In view of the increased interest lately in the "recycling" of everything from aluminum cans to corrugated boxes, motor oil to plastic shipping worms, I thought you might like my "Recycle" logo.

I never actually realized, a few years ago, that I was undertaking such an environmentally good project. Just thought I was restoring an old worn-out car.

We should all be getting more credit for the space we are saving in landfills and the natural resources we are conserving with our old car hobby!
G. Wayne Hardy
Diboll, TX

Future TR3A Cut-Out?

How about a TR3A cut-out? My grandchildren loved the Bugeye!
Wayne Elfriede Erickson
West Boylston, MA

(We're planning to publish a Triumph cut-out in the Fall '91 Moss Motoring, but, at present, we haven't decided which model "will be available"-Ed.)

William Bremer's letter ("Tabloid Format Causes Difficulties", Spring '91) generated quite a few comments from other readers. Due to your many responses, we'll try to keep tech tips and tech articles in an 8 1/2 x 11" format where possible. However, sometimes design will not lend itself to that particular format.

Tab Format OK For Archiving

First, thank you for continuing to send me your newspapers, even though I haven't ordered any parts in a long time; the MGs are restored and on the road. I enjoy your paper very much.

As to Mr. Bremer's letter, first, newspapers should be kept out of direct sunlight and at greater than 50% relative humidity. Secondly, today's copiers not only reproduce in exact size, but enlarge and reduce! Therefore, one can make copies in the size desired.

P.S. I keep my copies of Moss Motoring on a shelf in a drawer and they're doing just fine.

George Herbitzky
Vestal, NY

(We do want to keep you on our mailing list if you're still interested in receiving our publications! See the coupon on the back cover for more information-Ed.)

I Want To Save Your Tips

I agree with the comments in the letter from William Bremer, regarding the format size of the newsletter, and the difficulty in trying to save informative articles for future reference. I urge you to check out

alternative paper sizes that might help us save your great tips on keeping our MGs (and other British cars) running...probably most of us have a long term commitment to our Beloved British Beasts. (I've been driving my '68 MGB GT every day since I bought it in Sept. 1970.)

Nancy Perry
Los Angeles, CA

Today a Club Member, Tomorrow the V.P.

It's only been a little over a year since I received your letter in response to my request for an MG club in my area. In that year, I've gotten very involved in the MG Car Club Central New Jersey Centre. I'm now Vice President - not because of my special talent, but because no one else volunteered!

Richard Miller
Clinton, NJ

Sorry, Dave...Wrong Byline

"Call me anything but Sue..."
Johnny Cash

Was I too quick with my note? Did I hurt your feelings? Can I still keep my gift certificate if I change my name to Gary? I found lots of things to spend it on (who couldn't if you own an MGB?)

Your Friend,
Dave (Gary) Renner
(My apologies to cartoonist Dave Renner for mysteriously crediting his "rallying" cartoon (Spring '91) to Gary (?) Renner. His first note pointed out the error of my ways. The gift certificate is still good, Dave!-Ed.)

Opinions, praise, complaints? Drop us a line and tell us how you feel. Your comments let us know how well we're doing, and where we can improve!

Wire Wheel Hub Grease Cap Removal

John E. Palmer
Bethesda, MD

(Although written by an Austin-Healey owner, this article is equally applicable to all wire-wheeled MGBs—Ed.)

The situation had all of the ingredients of a classic Sunday evening Healey project debacle. I had recently been released from an indentured servitude with my neighbor when I relocated my car from his garage into my own shop, and was looking forward to the convenience of being able to start a project on the car without having to be concerned with the completion date.

Subscribing to the restoration philosophy of "Owner Bonding" and maintaining a rolling restoration, I was undertaking to restore my Healey by rebuilding sub-systems of the car over a period of time instead of the "Catastrophic Restoration" method which requires total disassembly of the car. Being a red blooded American male, I was convinced that REAL men don't need special tools, they can rely on that twenty fourth chromosome (the innate mechanical ability gene) to get them through the most complex mechanical problem. With this conviction, I had set aside a recent Sunday evening to begin the rebuild of the front end of my Healey which would include the replacement of the front wheel hubs and various other front end components.

The process of jacking the front end of the car up provided no major challenges, nor did the removal of the front knock-offs. Then things got interesting. During the pre-build preparation period, I noted that removing the grease cups on the front wheels of the car would require a special tool to pull the grease cup from the center

of the front hub. I immediately discounted this as an unnecessary requirement. The removal of those grease cups very nearly brought the entire project grinding to a halt.

Necessity is indeed the mother of invention and the inevitable combination of a Sunday evening (approximately 7:30 with no chance of finding a decent hardware store open) and the gnawing feeling another weekend has escaped without getting started on a Healey project (which has been postponed repeatedly) can bring out the creative genius in anyone.

Panic sets in. The problem appears to be pretty straightforward. What should I do? Until the grease cups are removed, the front end is not going to come apart. Examination of the threaded studs that protrude from the grease cup revealed a previous owner (Does this sound familiar? What will the next owner say about those clever solutions of mine?) had attacked the stud with a pair of needle-nose vise grip pliers and mangled the threads in the process. That obviously wasn't a great idea. Just to make sure, I tried it. No, it didn't work for me either. Wait for anger to subside. Feel the power of the creative forces. Light bulb appears over my head. (Yes, the light is on.)

Now for the solution! On an Austin-Healey, the thread on the grease cup studs is 5/16" x 24 tpi. I chased the threads that had been mangled by the vise grips with a nut of the same size and this cleaned them up enough so that the threads were usable again. Once I had the grease cup out of the hub I was able to run a 5/16" die down the threads to complete the restoration. I scav-

enged the following parts from the bits and pieces bin under the work bench:

- 1 - 1/2" x 3" bolt
- 1 - 2 1/2" square piece of 1/4" steel
- 1 - 1/2" flat washer
- 2 - 1/2" nuts for the 1/2" x 3" bolt

The following tools will be required to fabricate these parts into a grease cup puller:

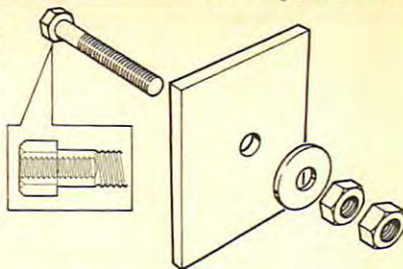
- 5/16" x 24 tpi tap
- 17/64 drill bit
- 1/2" drill bit
- center punch
- electric drill or drill press

Locate the center of the 1/2" bolt as best as you can and mark it with the center punch. Dead center is nice, but not required. Holding the bolt so it will not spin, drill a hole in the hex head of the bolt. The hole will need to be at least 3/4" deep. A 1" deep hole allows plenty of room, so the tap will not bottom out when you are tapping the hole. I generally will drill a small pilot hole and progressively enlarge the hole until it is the correct size for the tap that will be used. (In this case a 5/16" x 24 tpi). Tap the hole in the head of the bolt with the tap.

Next mark the center of the 1/4" steel with the center punch.

The intersection of diagonal lines drawn from corner to corner will locate the center of the piece of steel. I recommend starting any hole to be drilled in metal with a small pilot hole, enlarging the hole progressively with larger drill bits until arriving at the final hole size. This will help to maintain control when drilling a large hole. The finished hole in the center of the steel plate should be 1/2".

Now you are ready to assemble the tool. The head of the bolt with the 5/16" x 24 tpi hole tapped into it, screws onto the stud that protrudes from the grease cup. Slide the 2 1/2" square steel plate with the



1/2" hole over the threaded part of the 1/2" bolt that is now extending from the center of the spindled hub. The end of the spindled hub will stop the plate. Slide the 1/2" washer onto the bolt and thread the 1/2" nut onto the threads of the 1/2" bolt. If it is necessary to tighten the 1/2" nut on the grease cup stud, thread two 1/2" nuts on the 1/2" bolt and lock them against themselves using two wrenches. Then tighten the 1/2" bolt onto the grease cup stud and loosen the 2 nuts on the 1/2" bolt and remove one of the nuts. Tighten the remaining nut down to the washer on the steel plate. As you rotate the nut on the threaded shaft, the grease cup will be pulled out from the spindled hub.

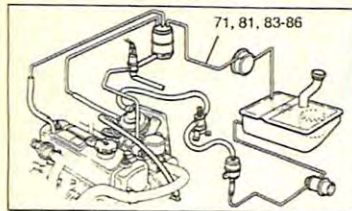
I am sure that modifications can be made to this basic puller. The steel could be substituted with a piece of hardwood. The length of the bolt can be increased or decreased depending on the hub from which you are trying to extract the grease cup. The basic idea is to remove the grease cups without doing a root canal on your wallet buying special tools, if they are even still available. I would rather spend my money on parts to repair my Healey, not buying special tools. Good Luck!

(John will receive a gift certificate for his contribution.)

The removal of those grease cups very nearly brought the entire project grinding to a halt.

Let's Clear the Air! An MG Fuel Leak Diagnosis

Ron Phillips
La Habra Heights, CA



(While written about his daughter's '71 MGB GT, you'll find the same information applies to other cars from the early '70s, including MGB roadsters and MG Midgets—Ed.)

There can't be any of us that really like the smell of gasoline, especially inside a closed automobile. I was just about ready to sell my daughter Wendy's '71 MGB GT because I couldn't stand that intermittent smell. I just couldn't find any of the "normal" reasons for gasoline fumes being in the cockpit, not to mention escaping into our atmosphere, instead of staying in the fuel system where they belonged. Yes, I had checked the float level and replaced the needle and seat in the carb float lids, the normal cause of flooding and attendant fuel vapors. That wasn't it. I checked every hose, component, and connection on the fuel system and the emission control systems. All were tight and showed no signs of leaks. Next I checked the gas tank. It had no visible signs of leaks. Wendy's MG had one tight fuel system ... except when I could smell gas!

I turned to the shop manual and proceeded to run their "evaporative loss control" test for the closed fuel system that all MGBs have had from 1970 onward. I still suspected a leak somewhere back in the gas tank/vapor separator area.

As I could find nothing wrong in the engine bay. The shop manual says to apply no more than 1 psi of air pressure to the vapor pipe at the canister end, to test that there are no leaks in the system. The air gauge should show a drop of no more than .5 psi in 10 seconds, according to the manual for the system to be okay.

My test, using a hand-held vacuum/pressure pump showed no leak down whatsoever! I removed the non-vented gas cap. Still there was no leak down. That was wrong. There should be with the gas cap removed. I had found the problem. After removing the gas cap, any pressure in the system should have vented to the atmosphere. Since it didn't, I now knew that the line was plugged somewhere from the gas tank to the charcoal canister in the engine bay. And if that line is plugged up, the evaporative loss control system cannot work! And if it doesn't draw the excess fumes from the fuel system into the engine and burn them, I get to draw them into my lungs as the expanding vapors escape the "closed" fuel system into my vehicle living space! So much for the "effective" test

documented in the shop manual. It didn't leak. But neither did it draw.

Now the challenge was to find where the line was plugged. Here's where this technical article may save you some time and work if your MGB has the same problem. If you look on page 15 of the Moss MGB parts catalog, you will see the vapor line in question (items 83 through 86) together with the rest of the emission components. Notice the union, item 85. It turns out that rust was plugging this union solid. The lines had some of the

crud in them too, but only at this union point. Why there? Because the inside diameter of the union is smaller than the line, and if any particles of rust are going to be drawn from the fuel tank, separator tank, and lines, they will lodge here!

Just where is this union? It's just behind the right rear tire. You can see it without removing the wheel, but it's a lot easier to get to if you do. Remember to use a properly placed jack stand under the car for safety if you jack up the car and remove the wheel. Make sure you have correctly identified the vapor line as the fuel line and the brake lines are in the same area. So to be extra sure in your identification of the vapor line, trace it forward to the vapor canister and backward to the vapor separator. You wouldn't want to disconnect the wrong line!

By undoing the hose connection from the vapor canister inside the right rear quarter panel (item 81), removing the union, and undoing the rubber connection between the va-

por line and the canister (item 71), I was able to blow compressed air at 100 psi from each end to the disconnected union point successfully. A piece of welding rod or coat hanger can help remove the buildup just at the union connection, then apply more air until there is no impedance to the air flow. For the union itself, I had to use a drill bit to clean it out; the rust and crud

was so well packed into it that I couldn't force it out with the welding rod. I guess that evaporative loss control system really applies some vacuum to the lines or that union wouldn't have been so plugged up!

Why was there rust in there in the first place? Probably because the car sat unused for over 4 years before I bought it. I'll also bet the gas tank was not full, either, allowing condensation to build up inside it, and the vapor separator tank. I hope this article helps you to cleaner air, both inside and outside the car! I'm glad the problem was no more difficult to solve than it was. Here's to cleaner air!

(Ron will receive a gift certificate for his contribution.)

I just couldn't find any of the "normal" reasons for gasoline fumes being in the cockpit...

MGB 1968-80 Underdash Pads



These are vacuum-formed ABS vinyl reproductions of the original insulated pressboard "cardboard" panels that are very likely missing from your MGB. Identical in appearance when installed, these pads will far outlast the originals.

Left Hand Pad	453-850	\$45.95
Right Hand Pad	453-860	\$41.50

Under The Bonnet

Welcome to *Under The Bonnet*, our quarterly technical column dealing with the basic maintenance and repair of your British car. We'll be covering topics here that have been the cause of recurrent problems and questions by customers as well as our own staff members. While much of this information may be rudimentary to old-time mechanics, we'll be exploring various short-cuts as well as talking about tricks-of-the-trade not mentioned in manuals. If you'd like us to cover a particular topic, please write to: Under The Bonnet, 400 Rutherford St., Goleta, CA 93117.

The Real Story...Conventional vs Silicone Brake Fluid

Eric Wilhelm
Research & Development

Today's current Lockheed "Universal", Girling "LMA", and silicone brake fluids are so vastly superior to the old Girling "Green" and "Crimson", and Lockheed "Heavy Duty" fluids originally specified for most of our older British sports cars, that it would make no sense to use the older types today, even if they were still available. The most notable advances have been in raising boiling points, improved compatibility with each other, and reducing moisture absorption.

The main function of brake fluid is to transmit pedal movement to the brake pads and shoes. To do this efficiently, brake fluids must be non-compressible. They must also not boil at the highest operating temperatures encountered, thicken or

the faster it is stopped, the more heat is produced. Some of this heat soaks into the brake fluid. In the late 1940s, brake fluid with a boiling point of 235° F was considered adequate. By about 1957, the lowest S.A.E. specification was for a minimum boiling point of 302° F for cars with drum brakes.

Disc brakes presented new problems. In stopping faster (and often heavier) cars more quickly, they generated even more heat which had to be dissipated, with an accompanying requirement for brake fluid with even higher minimum boiling points. Improvements in brake lining materials, brake drum and rotor design and metallurgy have also had a similar effect; improvements in braking efficiency require

While these brake fluids are safe to mix, mixing them is not recommended.

improvements in brake fluids. To handle these higher temperatures, improvements were also made in wheel cylinder and brake caliper seal design and materials.

Brake fluids must not be allowed to boil for two reasons:

- 1) The brakes won't work due to the vapor bubbles being compressible.
- 2) Physical and chemical properties of the brake fluid may change due to the "lighter" components boiling off. Glycol-based brake fluids in particular, are hygroscopic (moisture absorbing), some more so than others. When water is absorbed, the boiling point is sharply lowered. This occurs because water boils at only 212° F. When brake fluid is mixed with water, the boiling point of the mixture is less than that of the "dry" brake fluid. See chart for D.O.T. minimum boiling point specifications.

Water contamination also leads to corrosion of brake pipes, wheel cylinders, calipers, and master cylinders, resulting in pipe leaks, "frozen" cylinder pistons, accelerated

seal wear, and the formation of sludge. Silicone fluids avoid these problems by being non-hygroscopic (not moisture-absorbing), while glycol fluids can absorb as much as 6% water just by being in a "sealed" automotive hydraulic system for a few years. This moisture is generally absorbed from the air. Some moisture even works its way into brake hoses. Most comes from master cylinder cap vents and resultant condensation in the air space above the fluid, and from allowing cans of brake fluid and master cylinders to remain open to the atmosphere for too long. Silicone fluids absorb a tiny amount of moisture (on the order of 280 parts per million, or

D.O.T. minimum boiling point specs are:

Min. Boiling Point (°F)	D.O.T. 3	D.O.T. 4	D.O.T. 5
Dry	401	446	500
Wet	284	311	356*

*This is the minimum required by this specification, and does not reflect actual performance of silicone-based fluids. Since these fluids are non-hygroscopic, the actual "wet" boiling point is essentially the same as the dry boiling point.

fluid. Any other fluid may be dangerous" were common. Such strong concerns were very valid in the 1950s, much less so now, even for 1950's vintage cars. The reasons for this lessened worry about our hydraulic systems "turning to goo" if the wrong fluid is used is that: 1.) pure rubber hydraulic seals are no longer made for our cars, and 2.) D.O.T. 3, 4, and 5 brake fluids are safe to mix, and are compatible with the seals now available. While these brake fluids are safe to mix, mixing them is not recommended.

When brakes are applied on a moving car, the kinetic energy of the car is turned into heat. The faster the car is moving and

(.028%) and then absorb no more.

Silicone fluids, in addition to having high boiling points and being non-hygroscopic, do not damage paint as do glycol fluids. This is of particular importance in regard to show cars where a spill or leak of glycol fluid can have seriously ugly results. There are, however, some disadvantages to silicone fluids. They are slightly compressible, particularly near the higher end of their temperature range.

While this is of absolutely no consequence for normal street use, this is why silicone fluids are not used in race cars. (Conversely, racing hydraulic fluids should not be used in street cars. This is because, although racing brake fluids have high dry boiling points, most are highly hygroscopic, and have relatively very low wet boiling points. They would probably work extremely well if you were to change the fluid every week or so.) Because air bubbles do not regularly dissipate in silicone brake fluid, special care must be used to prevent them from forming during pouring and bleeding operations. The best way to bleed a silicone fluid system is with an Ezibleed Kit (Moss #386-860). Lacking that, bleed with slow pedal strokes, avoiding "pumping" the pedal. It may be necessary to bleed the system again in a day or so if there were any air bubbles which wouldn't bleed out the first time.

A newly rebuilt and scrupulously clean brake system filled with silicone fluid should outlast a system filled with glycol fluid by several times. There is little advantage in adding silicone fluid to a system which contains even small amounts of contaminants. Merely bleeding the system is not enough, as there will be pockets of old fluid and sludge which will not bleed out. Silicone fluid tends to concentrate any residual glycol fluid, moisture and sludge, into slugs, instead of allowing their dispersal throughout the fluid, as does glycol fluid. This can lead to relatively severe but localized problems, rather than the more general system deterioration experienced with old moisture-laden glycol fluids. This may be a factor in reports of leakage when silicone fluid is used in non-rebuilt systems which had been used with glycol fluid. A "new" system full of silicone fluid will require very little maintenance for years.

Old dirty moisture-laden brake fluid is hazardous; it can't be relied upon to stop your car reliably. It is a little known fact that glycol brake fluids must be changed regularly, much as engine oil must be changed. The Austin-Healey 100-6 and 3000 Workshop Manuals specify brake fluid changes every 18 months or 24,000 miles (whichever comes sooner), and examination of all fluid seals and hoses in the hydraulic system, with replacement as required, every 3 years or 40,000 miles. Other manufacturers had similar recommendations. While silicone fluid change intervals may be safely extended, do not overlook periodic checks, especially of hoses. Please take care of your brake system for your own and other's safety.

Silicone fluids, in addition to having high boiling points and being non-hygroscopic, do not damage paint as do glycol fluids.



Classic-Fied Ads

We accept advertisements for British Cars only; no parts ads, replicas or exporters, please. One time insertion is \$35.00. Publication is quarterly, the deadline for the next issue is July 1, 1991. We suggest you place your ad well in advance, and please limit it to 50 words or less. Cars which are realistically priced have a better chance of being sold. Due to space availability, ads received near the deadline may be held for the next issue. Late ads will run in the next issue unless the advertiser specifies current issue only. Please send typewritten copy, include your name, address and phone. Payment must be sent with ad to: Classic-fied Ads, 400 Rutherford Street, Goleta, CA 93117.

1961 Austin-Healey Sprite Mark II: Complete, rust free, and original. Original top, side curtains. Excellent restoring project. Car has been in storage since 1980. Some spare parts. Days (714) 671-2881, evenings (714) 529-3429.

1969 MGC GT: Excellent original condition. 4 spd. with overdrive, wire wheels, new radials. Rebuilt engine, carbs, brakes, radiator, alternator, etc. Excellent paint, dark blue with black interior. Always garaged. 100% complete car with very good chrome. Strong daily driver, rust-free California car. Located in Sacramento, CA. Bob, (916) 489-2496, \$6,500.00.

1961 MGA 1600 Roadster: Very good condition, older restoration. Runs great & looks great. Same owner past 23 years. White, black top, tonneau, side curtains, 60 spoke wheels. Many new parts installed through ownership. \$11,500. Also 1972 TR6 (excellent condition). \$8,500. Dave Pongrancia, Pittsburgh, PA area. Phone (412) 733-7118 or Fax (412) 733-5169.

1961 MG Midget: Clipper Blue. Completely restored using all original parts, fabrics and colors. New wiring harness. Rebuilt original engine. New top. Original side curtains. All new chrome. Driven only on sunny days. Runs like new. Husband wants his money and garage space back. \$14,000. Cindy Forsythe, 903 Kneibworth Ct., Westerville, OH 43081. (614) 891-4151.

1979 Triumph TR7: White, 90K original miles. Strong engine, recent overhaul, manual choke, good performer, but needs T.L.C. and some mechanical work, interior needs refurbishing. Don't have time to bring to 1st. class condition. It's a good restoration project. The first \$1,000 takes it. Reg Newman, (805) 461-0102.

1962 Daimler Sp-250: Fiberglass bodied roadster, mid-blue inside and out. Runs... doesn't stop... (you fix brakes). Best offer. (216) 248-2106. Ohio.

1935 MG PA: British Racing Green, cycle fendered roadster, green Connolly leather, 200 miles since chassis-up rebuild. Event car for 1989 All British Meet in Seattle. Also, used as model for fund raising painting for British MG Car Club. All around excellent condition in and out. Spares included. Arnott Supercharger. Asking \$24,000. James Dietz, 2203 13th E., Seattle, WA. Phone (206) 325-2857.

1957 MGA: Pristine, beautiful body (never in fender bender!); great MG light red paint, new interior, all original in and out. Mechanically correct (needs some carb work), looks incredible. Great for collector and/or British car enthusiast. 3 owners. \$15,000. Call anytime. (213) 669-1504.

1977 MGB: 4 speed, yellow with black interior. Body excellent, no rust, paint fair. New tires. Engine completely rebuilt, less than 5,000 miles. New starter, dual carbs. Interior partially redone. New black soft top, also comes with hardtop. \$3,995 - OBO. Call Dave, (800) 888-8730 or (505) 867-2972.

1974 MGB: Carmine red. 90% restored. New floor boards, paint, chrome, gold seal engine (15,000 mi), overdrive trans, brakes, suspension, steering gear, chrome wire wheels. Many extras. Best cash offer. For more info call (603) 456-3023 or (201) 531-6873.

1959 MGA 1600 Roadster: Restoration complete in 1990. All new chrome, top, interior, paint, and side curtains. Red with tan interior. Runs and looks super. Pictures and/or video available. \$11,000 OBO. Layton, UT, (801) 546-4673.

Silicone or Lockheed Brake Fluid Now You Have A Choice



Silicone Brake Fluid (D.O.T. 5)

This revolutionary product won't absorb moisture from the air like ordinary brake fluids. As a result, the brake cylinders and hoses will last much longer. One quart is enough to change the fluid completely in at least one car—maybe two if you're careful. 220-410 \$22.50

Lockheed Brake Fluid (D.O.T. 3)

This genuine British brake fluid is compatible with all British brake systems. Available in 500ml. cans, approximately one pint. 220-400 \$6.50



Building the Perfect Bench

Chris Nowlan
Research & Development Manager



We first ran this article in 1986 and were amazed at the vast number of requests for plans and further details!

Over the years, I've had the opportunity to visit many sports car enthusiasts in their garages (usually with attached homes), and have found most garages to be poorly equipped to efficiently handle serious mechanical rebuild or restoration projects. I've also restored my share of cars, and in the process have graduated from the bucket-of-gasoline, bag-of-old-tools school of automobile mechanics. I've found that working on old sports cars is far more enjoyable when carried out in a well lit, clean and well-organized work area.

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

The workbench/parts washing combination described below was completed six or seven years ago and has worked out extremely successfully. The key design elements of the parts washer were "borrowed" from production parts washers then on the market, while the bench is typical of designs found in various home handyman books. The beauty of this particular combination is when the parts washer is not in use, it is truly out of the way, and the flush-fitting cover allows for full use of the workbench top. When in use,

there is ample room to park both washed and unwashed components. Incidentally, I've found my wife's shallow baking trays are great for drying and preventing excess solvent from soaking into the bench top, but once returned to the kitchen they tend to impart a mild repair shop aroma to her chocolate chip cookies!

The sturdiness of the bench itself might at first appear to be overkill, but I've found it provides the necessary rigidity for working on heavy items, or when putting my oversized bench vise through exciting maneuvers. This particular bench is also free-standing and is now in its second home. The back splash has made my day on more

than one occasion, keeping all those little balls and springs from rolling off the back side. I have finished off the plywood top with tempered masonite, which is smooth, relatively durable and easy to keep clean. While the masonite is glued in place, I attached the oak edge with screws to allow for removal and easy replacement of the cemented masonite. The edge trim screws are chrome-plated TD dashboard screws and provide a nice finishing touch.

The parts washing aspect of the design is simple, yet highly effective. The water filtration system couldn't be more efficient, as all solids and heavy greases settle to the bottom of the tank, while the clean solvent floats to the surface of the water where it is recycled. The water stays put and does not mix with the solvent.

I've used my washer extensively and have never had to change the solvent or clean the tank. Since there is no filter in the conventional sense, nozzle pressure is never reduced or restricted.

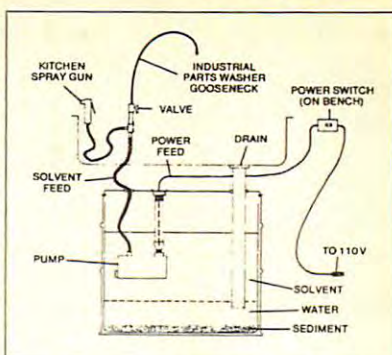
The solvent reservoir is made from a cut down 55 gallon drum. I selected one with a removable top secured by a band clamp. By removing the midsection and rewelding with a continuous bead, the resized tank can be made air tight to eliminate solvent evaporation and fumes. Since the bottom six inches or so is filled with water, rust could become a problem. I eliminated this by fitting a 55 gallon polypropylene tank liner which is easily trimmed down. The heavy plastic tank liners are used for corrosive chemicals and can be obtained from the same source as the used 55 gallon drum. A

good heavy coating of our fuel tank slushing compound, #220-450, on the inside of the bare tank will also minimize the chance of rust.

The submersible pump that I used was purchased as a solvent pump from an industrial supply house. Apparently, ordinary water-type submersible pumps work fine, such as the type used for garden water fountains. (Pump should deliver around 150 gallons per hour to 3 foot height.)

The sink is a basic stainless steel kitchen sink and is large enough to hold a 4-cylinder engine block.

All drain fittings and the hand-held spray washer are normal kitchen hardware, while the main solvent gooseneck and control valve were obtained from the local indus-



trial supply house. I've wired the grounded power cord to a switch box on the front of the bench.

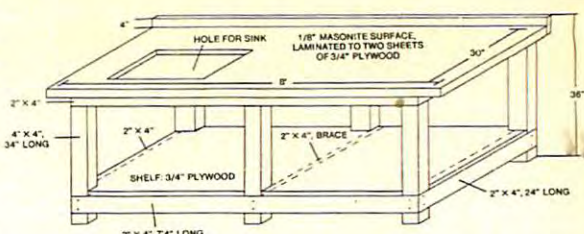
I had originally envisioned finishing off the base of the bench with panelled sides and framed doors. This is the main reason for leaving all support rails flush with the bench legs. Drawers could also be added, but the top cross rail would have to be reduced in height which would, to a minor

extent, compromise the strength of the bench.

The bench/washer setup took a few evenings and the better part of a weekend to complete. As I recall, the cost of lumber and parts washing components was ultimately a fair bit more than I had estimated, but still far less than the cost of a separate production parts washer and bench.

All in all, this has been a highly serviceable piece of equipment, has enhanced my enjoyment of working on old cars and was fun to build. Why not plan your own bench/washer building soon!

...when the parts washer is not in use, it is truly out of the way, and the flush-fitting cover allows for full use of the workbench top.



Send SASE to editor for complete set of building instructions.

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Triumph Casual Summer Sports Shirts



probably want both! Sorry, size small not available.

Medium Shirt, Badge Logo	219-320	Medium Shirt, BL/Triumph Logo	219-350
Large Shirt, Badge Logo	219-330	Large Shirt, BL/Triumph Logo	219-360
XLarge Shirt, Badge Logo	219-340	XLarge Shirt, BL/Triumph Logo	219-370

Triumph Sports Shirts

\$24.50

MG & Triumph Carpeted Logo Floor Mats



BRAND NEW!

Just added to our floor mat line! These high quality black carpeted floor mats give you an alternative to protecting your carpets with standard American-style rubber floor mats. Beautifully designed with either the MG octagon or the Triumph laurel wreath, these are surge-bound with non-slip backing and absolutely exceptional in both grade and appearance. Set includes both right-hand and left-hand floor mats.

MG TC Mat Set	240-210	MGB 1962-'67 Mat Set	240-240
MG TD-TF Mat Set	240-220	MGB 1968-on Mat Set	240-250
MGA Mat Set	240-230	Triumph TR4-6 Mat Set	240-260

Floor Mat Sets

\$64.95



Wire Wheel Set Specials

We recently introduced specially priced complete sets of wire wheels to help soften the blow that this kind of purchase can have on the family budget. Now we go one step farther, and lower the price even more! If you have been dreaming of replacing your battered and broken-spoked original wheels, now is the time!

Each set listed below contains 4 wire wheels.

MGB & MGB GT

(14" x 4 1/2" - Chrome Finish - 60 Spokes)
454-688 Reg. \$929.85 Sale Price \$895.95

MGTF, MGA, Triumph TR2-TR3,

Austin-Healey 100-4, 100-6 and 3000 thru BJ7 (c)24366

(15" x 4" - Chrome Finish - 48 Spokes)
454-728 Reg. \$985.50 Sale Price \$939.50

Austin-Healey 3000 BJ7 from (c)24366 &

BJ8, Triumph TR4, TR4A & TR250

Can also be used for heavy-duty or competition purposes on MG T-series, MGA, TR2-TR3 and Austin-Healeys with front disc brakes.

(15" x 4 1/2" - Chrome Finish - 60 Spokes)
454-808 Reg. \$985.50 Sale Price \$939.50

Allison Electronic Ignition Kits

This electronic ignition kit will give you a 35% increase in energy at the spark plugs! You retain your present distributor & coil and add the electronic module & sensor which replaces your points and condenser. Complete and easy to install, this electronic conversion gives faster starting and cleaner running-better performance at all engine speeds! Works on cars with worn distributor bushings and wobbly breaker plates. Lifetime guarantee provided by the manufacturer, Allison, on this precision-crafted unit.

MGB 1975 thru '80, Midget 1500, Spitfire 1975 thru '81 and Triumph TR7 1975 thru '80
222-325 Reg. \$94.50 Sale Price \$89.95

MG TC-TD-TF, MGA (except Twin Cam), MGB 1962 thru '74, Midget MkI-MkIII, Triumph TR2-TR4A, Spitfire 1962 thru '74, Austin Healey 100-4 and Sprite.
222-335 Reg. \$94.50 Sale Price \$89.95

Brake Shoe Adjuster

Fits MG TD-TF, MGA, Bugeye Sprite, Triumph TR2-TR3 to TS13045 and early Jaguar XK120. Sold individually.
180-150 Reg. \$29.75 Sale Price \$26.50

Carburetor Spacer

For MG TF, MGA and Triumph TR2. Fits between carburetor and manifold, sold individually.
372-030 Reg. \$4.60 Sale Price \$4.10

SU Carburetor Throttle Shaft Bushing

Fits MGA, MGBs with SU carb., and Triumph TR2-TR3-TR4. For re-bushing badly worn carburetor bodies to accept standard size throttle shafts. Machine shop installation required. Sold individually.
372-545 Reg. \$2.50 Sale Price \$2.25

Carburetor Synchronizer

This handy tool is an indispensable aid to the proper balancing of multiple carburetors. Simple to use, it sure beats "listening to the hiss"! Works equally well on both SU and Zenith-Stromberg carburetors.
386-200 Reg. \$21.50 Sale Price \$19.95



Chrome Headlamp Rim

Fits MG TF, MGA and Bugeye Sprite. Sold individually.
164-000 Reg. \$21.50 Sale Price \$19.50

Flasher Lamp Rubber Body

Fits front flasher lamp of Triumph TR3 from TS17341 thru TR4 (b)30348CT, Bugeye Sprite, Austin-Healey 100-6 & 3000 to (c)26704. Fits rear flasher lamp of TR3 from TS 17341 thru TR3B, Bugeye Sprite, Austin-Healey 100-6 & 3000 to (c)26704 and MGA 1600.
159-600 Reg. \$2.95 Sale Price \$2.45

Flush-Fit Radio Antenna

Extends to a full 36", this antenna is perfect for those who use a car cover regularly.
386-970 Reg. \$10.75 Sale Price \$9.50

Kozak Dry-Wash Cloth

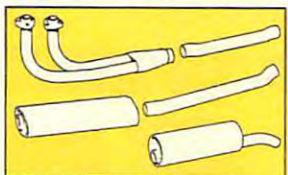
This specially treated cloth is designed to polish as it cleans, without water! Made of long cotton fibers woven into a thick, plush nap, it draws up dirt away from the paint. This marvelous product has been used by professional restoration shops since 1926. Each cloth gives about 50 cleanings.
231-620 Reg. \$9.55 Sale Price \$8.95

Lucas Flat Fender Mirror

Great reproductions of the ever popular teardrop base Lucas fender mirrors. Single stud mount, gasket and hardware included.
Right Hand 165-400 Reg. \$9.95 Sale Price \$8.25
Left Hand 165-500 Reg. \$9.95 Sale Price \$8.25

ReLead

Not just a fuel additive, but a lead substitute developed to replace the lead your engine was designed to use. This lead-free product forms a protective coating on valves and valve seats as lead in gasoline did. Protects against valve wear and seat recession. Each 8oz. can with convenient flip-top cap treats 80 gallons of unleaded gasoline.
220-390 Reg. \$6.45 Sale Price \$5.75



Stainless Steel Exhaust System

The last exhaust system your car will ever need! Constructed of heavy gauge stainless steel, this system is designed to fit your car perfectly. Guaranteed for as long as you own your car.
MGB 1963-67 454-560 Reg. \$249.95 Sale Price \$229.95
Triumph TR250-TR6 860-200 Reg. \$394.30 Sale Price \$379.95
Fits 1968-72 with single headpipe.
Jaguar XK120 FHC and DHC Standard style 1-in 1-out single muffler system.
870-175 Reg. \$459.90 Sale Price \$419.95

Chrome Steering Column Spring Cover

Fits MG TC, Jaguar XK120-140-150, Triumph TR2-TR3 and Austin-Healey 100-4, 100-6 & 3000 with adjustable steering columns.
260-130 Reg. \$13.90 Sale Price \$11.50

Stellite Exhaust Valves

Constructed of stainless steel and faced with Stellite, a hard wearing and highly burn resistant alloy, these valves will considerably outlast stock valves. Sold individually.

Jaguar XK120-140 (1 7/16" head dia.)
537-035 Reg. \$17.95 Sale Price \$13.50

Jaguar XK150-150S & XKE (1 5/8" head dia.)
537-095 Reg. \$17.95 Sale Price \$13.50

Sprite-Midget 948 & 1098 cc
423-531 Reg. \$12.95 Sale Price \$10.50

SU Carburetor Instructional Video

If you are terrified of the thought of rebuilding your SU carburetors, we can put your fears to rest! This full color video gives you 2 hours and 40 minutes of valuable instruction on how to rebuild, tune and maintain your H, HD, HS and HIF SU carburetors. Tools and materials you'll need are fully covered and you'll learn the tricks the pros use. You will be able to actually see how to adjust the mixture correctly and hear the change in the exhaust note. VHS format.
211-035 Reg. \$49.50 Sale Price \$45.95

Top-Tonneau-Carpet Stud

This is the self-tapping stud for use with "Lift-The-Dot" fasteners. Sold individually.
226-408 Reg. \$1.30 Sale Price \$1.10

Vintage-type 3-Point Seatbelt

Black belt with solid steel chrome-plated aircraft-style buckle. Sold individually.
222-205 Reg. \$34.95 Sale Price \$29.95



Austin-Healey 100-4 Anti-Sway Bar Bush

682-140 Reg. \$2.75 Sale Price \$2.35

Austin-Healey 100-4 Black Vinyl Convertible Top
021-325 Reg. \$239.00 Sale Price \$219.95

Austin-Healey 100-4 Black Vinyl Tonneau Cover

021-535 Reg. \$163.45 Sale Price \$149.95

Austin-Healey 100-4 Camshaft

Brand new, not a re-grind!
021-350 Reg. \$389.50 Sale Price \$359.95

Austin-Healey 100-6 & 3000 Valve Cover Cap Nut Sealing Bush
682-080 Reg. \$0.70 Sale Price \$0.60

Austin-Healey 100-4 Connecting Rod
Brand new factory original parts! Includes big end & wrist pin bolts. Sold individually.
021-626 Reg. \$34.95 Sale Price \$27.50

Austin-Healey 100-4 Door Release Cable

Supplied uncovered.
803-805 Reg. \$8.95 Sale Price \$7.50

Austin-Healey 100-4 Front Fender Rust Repair Panel

Fits BN1 only. Replaces approximately the lower 10" of your decomposing fender. Right Hand
857-540 Reg. \$99.50 Sale Price \$89.95
Left Hand
857-550 Reg. \$99.50 Sale Price \$89.95

Austin-Healey 100-4 Oil Filter Element

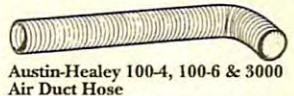
Stock up now and save! (This is the paper element version.)
833-000 Reg. \$4.30 Sale Price \$3.50

Austin-Healey 100-4 Rear Axle Oil Seal

Fits early cars to (c/c)221535 only.
120-900 Reg. \$3.60 Sale Price \$2.95

Austin-Healey 100-4 Steering Idler Box Bushing

Fits early cars through (c/c)231108.
667-000 Reg. \$2.65 Sale Price \$2.25



Austin-Healey 100-4, 100-6 & 3000 Air Duct Hose

This is the original type 4" diameter hose fitted between the grille and heater on 100-4s, and as a fresh air hose on all models.
40" long.
456-130 Reg. \$25.60 Sale Price \$19.50

Austin-Healey 100-6 & 3000 Air Duct Hose

This is the original type 4" diameter hose fitted between the grille and blower.
31" long.
456-120 Reg. \$19.80 Sale Price \$16.50

Austin-Healey 100-4, 100-6 & 3000 Rear Wheel Cylinder Dust Cover

Fits 100-4 from (c/c)21536 thru 3000.
582-190 Reg. \$2.90 Sale Price \$2.55

Austin-Healey 100-4, 100-6 & 3000 Wiper Arm

This is the splined-type arm that fits 100-4 BN2 thru 3000 BT7. Sold individually.
164-990 Reg. \$13.50 Sale Price \$11.50

Austin-Healey 100-6 & 3000 Anti-Sway Bar Link

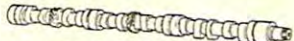
Supplied complete with hardware.
661-810 Reg. \$12.95 Sale Price \$10.50

Austin-Healey 100-6 & 3000 Front Shroud Lower Repair Panel

This aluminum alloy panel replaces the lower section of your front shroud from the grille opening down.
100-6 & 3000 (Fits up to HJB8 76137.)
857-535 Reg. \$489.00 Sale Price \$469.95
3000 BJ8 (Fits from HJB8 76137 on.)
857-545 Reg. \$539.00 Sale Price \$499.95

Austin-Healey 100-6 & 3000 Windshield Post Pad

Fits all 6 cylinder side screen models.
021-762 Reg. \$3.45 Sale Price \$2.75



Austin-Healey 100-6 and 3000 Camshaft

Brand new, not a re-grind!
851-290 Reg. \$824.50 Sale Price \$779.95



Austin-Healey 100-6 and 3000 Chromed Front Bumper Bar
031-333 Reg. \$114.95 Sale Price \$99.95

Austin-Healey 100-6 and 3000 Chromed Rear Bumper Bar
031-356 Reg. \$114.95 Sale Price \$99.95

Austin-Healey 100-6 and 3000 Heater Lever & Switch Assembly
A great reproduction of the dash-mounted assembly that controls the water valve and blower motor.
021-574 Reg. \$29.50 Sale Price \$24.95

Austin-Healey 100-6 and 3000 Tonneau Cover Stiffener Bar Set
Fits 100-6 BN4 and 3000 BT7 (4-seaters).
453-658 Reg. \$34.50 Sale Price \$27.50



Austin-Healey 100-6 thru 3000 BJ7 Free-Flow Exhaust System
This sports system incorporates improved performance and fuel economy with very attractive dual chrome tips and a mellow exhaust note. Easily connects to your existing head pipe.
021-133 Reg. \$157.50 Sale Price \$144.95

Austin-Healey 3000 BJ7 & BJ8 Wood Top Bow
806-090 Reg. \$68.50 Sale Price \$54.75

Austin-Healey 3000 BJ7 and BJ8 Windshield Frame Seal
Fits between frame and body.
021-764 Reg. \$19.25 Sale Price \$17.50

Austin-Healey 3000 BJ7 and BJ8 Wiper Arm
Sold individually.
164-950 Reg. \$14.95 Sale Price \$12.50

Austin-Healey 3000 BJ7 and BJ8 Door Latch Striker Plate Assembly
Right Hand
803-755 Reg. \$48.85 Sale Price \$44.95
Left Hand
803-765 Reg. \$48.85 Sale Price \$44.95

Austin-Healey 3000 BJ7-BJ8 Door Window Glass Inner Brush Seal
682-030 Reg. \$4.75 Sale Price \$4.25

Austin-Healey 3000 BJ7-BJ8 Vent Window Tip Set
681-008 Reg. \$6.25 Sale Price \$5.25

Austin-Healey 3000 BJ8 Front Exhaust Pipe Hanger Kit
Contains everything you need to properly hang the front part of your exhaust system.
812-098 Reg. \$28.15 Sale Price \$24.95

Austin-Healey 3000 BJ8 Gearbox Bearing
This is the caged needle roller bearing used on the first motion shaft (1 required) and the cluster gear (4 required).
031-238 Reg. \$12.95 Sale Price \$10.75

Austin-Healey 3000 BJ8 Radio Blanking Plate
633-780 Reg. \$8.45 Sale Price \$7.25

Austin-Healey 3000 BJ8 Radio Blanking Plate Chrome Bezel
472-040 Reg. \$6.95 Sale Price \$5.95



Austin-Healey 3000 BJ8 Vinyl Seat Kits
These seat kits are manufactured in England from genuine, original type materials, including original chrome "herringbone" piping. The seat cushions feature the correct small embossed squares.
These kits are first class in all respects!

Black with Chrome Piping
247-450 Reg. \$397.94 Sale Price \$349.95
Red with Chrome Piping
247-470 Reg. \$397.94 Sale Price \$349.95
Blue with Chrome Piping
247-490 Reg. \$397.94 Sale Price \$349.95

SUMMER BONUS!
When you place any retail order worth \$250 or more between June 10 & July 27, 1991 we'll automatically give you **5% OFF** your order total!

Austin-Healey 3000 Front Wire Wheel Hub
Fits early 3000s thru (c)26704. 2" inside diameter. For fine thread (12 t.p.i.) knockoffs.
Left Hand
031-269 Reg. \$190.85 Sale Price \$174.95
Right Hand
661-980 Reg. \$190.85 Sale Price \$174.95

Austin-Healey 3000 Hood Sealing Strip
Fits later cars from (c)13751 on.
682-180 Reg. \$5.40 Sale Price \$4.75

Austin-Healey 3000 MkIII Owner's Manual
A reprint of the factory publication included with every new Healey, this hardbound handbook contains all the general data you need to understand and maintain your car properly.
212-680 Reg. \$18.25 Sale Price \$16.50

Austin-Healey Early 3000 Speedometer Cable
Fits overdrive cars only from 3000 BN7 (c)5589 thru 16038 and BT7 from (c)6775 thru 15880. 4'8" in length.
021-381 Reg. \$14.55 Sale Price \$11.95

Austin-Healey Late 3000 Speedometer Cable
Fits overdrive cars only from 3000 BN7 (c)16039 and BT7 (c)15881 thru BJ8. 4'3" in length.
021-386 Reg. \$13.60 Sale Price \$11.25

Austin-Healey "Amco" Rubber Floor Mat Set
Protect your carpets from wear and harmful sunlight with these custom molded rubber floor mats. Heavily ribbed black rubber with an Austin-Healey crest on each mat. Now made exclusively for Moss Motors.
021-430 Reg. \$20.95 Sale Price \$16.95

Austin-Healey Chrome Trunk Lid Hinge
Left Hand
802-440 Reg. \$17.95 Sale Price \$14.75
Right Hand
802-450 Reg. \$17.95 Sale Price \$14.75

Austin-Healey Green Flasher Warning Lamp
Not used on 3000 BJ8. Bulb and socket not included.
142-350 Reg. \$16.90 Sale Price \$12.95

Austin-Healey Interior Mirror
Fits 100-4 thru 3000 (b)73214.
165-150 Reg. \$19.75 Sale Price \$17.25

Austin-Healey Piston
.030" oversize. Fits 100-6 and 3000 with 2912cc engines and 9.03:1 compression ratio. These pistons are the 5-ring type and are designed for use with bush-type connecting rods. Rings, wrist pins and clips included. Sold individually.
021-009 Reg. \$54.45 Sale Price \$44.50

Austin-Healey Tool Bag
This is a really nice reproduction of the original vinyl-coated burlap tool bag supplied with your Healey when new. (Tools not available.)
221-220 Reg. \$85.25 Sale Price \$74.95

Austin-Healey Trunk Lid Rubber Buffer
682-110 Reg. \$0.60 Sale Price \$0.50

MG TC-TD-TF SPECIALS!

MG TC-TD Radiator Cap
202-010 Reg. \$29.50 Sale Price \$24.95

MG TC-TD Seatback Wing Bolt
406-100 Reg. \$7.25 Sale Price \$6.50

MG TC-TD Windshield Wiper Blade
160-300 Reg. \$7.95 Sale Price \$6.25

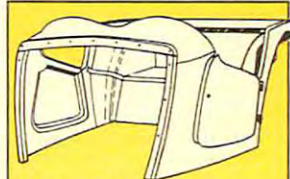
MG TC-TD Windshield Wiper Idler Bearing
Later TDs use 2. Sold individually.
160-600 Reg. \$6.95 Sale Price \$5.75

MG TC-TD Zinc-Plated (for painting) Radiator Grille Slat Set
These stamped steel assemblies exactly duplicate the delicate airfoil cross-section of the originals. Chrome shell, false nose and medallion not included.
454-170 Reg. \$56.50 Sale Price \$47.50

MG TC-TD-TF "MG"-Crested Valve Cover Thumb Nut
Reproductions of the chrome plated cast brass thumbnuts originally used with the very early TC alloy factory valve covers. Looks great on any T-Series with an accessory alloy valve cover! Sold individually.
224-250 Reg. \$8.50 Sale Price \$6.95

MG TC-TD-TF Clutch/Brake Pedal Fume Excluder
280-420 Reg. \$13.95 Sale Price \$9.95

MG TC-TD-TF Door Check Strap Assembly
405-500 Reg. \$10.90 Sale Price \$8.75



Complete MG TC & TF Body Tubs
If you have been contemplating purchasing a new body tub for your TC or TF, now is the time! Manufactured in the U.K. to very exacting standards, these body tubs incorporate wooden body timbers made from select kiln-dried ash, and steel body panels that have been either pressed or hand-formed over permanent dies prior to being etched, primed and mounted to the framework. Doors are pre-hung and perfectly aligned. Shipped free from our Goleta, California warehouse! Call one of our sales advisors for details today.
TC Complete Body Tub
459-500 Reg. \$6995.00 Sale \$6,495.00
TF Complete Body Tub
459-520 Reg. \$8550.00 Sale \$7,495.00



MG TC-TD-TF Fender Cover Sets
These very practical black padded vinyl fender covers are specially tailored to fit your particular model. Protects that expensive finish from wayward wrenches and greasy hands. Both left and right covers supplied as a set.
TC Fender Cover Set
236-210 Reg. \$99.95 Sale Price \$89.95
TD Fender Cover Set
236-220 Reg. \$99.95 Sale Price \$89.95
TF Fender Cover Set
236-230 Reg. \$99.95 Sale Price \$89.95

MGTG-TD-TFFender Lamp Glass Lens
Supplied complete with chrome rim.
157-750 Reg. \$12.95 Sale Price \$9.95

MG TC-TD-TF Interior Mirror
165-090 Reg. \$29.75 Sale Price \$24.95

MG TC-TD-TF Tachometer Reduction Gearbox
360-010 Reg. \$53.50 Sale Price \$43.95

MG TC-TD-TF Threshold Plate Set
These "MG Car Company" plates are beautifully photo-etched and duplicate the pre-war and very early TC design. Can be reversed for a simple yet traditional look.
451-398 Reg. \$21.95 Sale Price \$17.25

MG TC-TD-TF Water Pump
434-010 Reg. \$118.95 Sale Price \$99.95

MG TC-TD-TF Windshield Frame to Cowl Rubber Strip
280-290 Reg. \$5.25 Sale Price \$4.50



MG TD Factory-Style Chromed Grab Handle
Fits LHD TDs only. Perfect reproduction of the very rare MG factory optional grab handle. Mounts to the lower edge of the dash and secures to the backside.
229-000 Reg. \$21.95 Sale Price \$17.50

MG TD Fuel Tank End Panel Set
Set of two panels with chrome-plated edges as original.
451-648 Reg. \$54.95 Sale Price \$48.95

MG TD-TF Clutch/Brake Pedal Pads
Sold individually.
280-450 Reg. \$2.45 Sale Price \$1.95



MG TD-TF Exterior Chrome Door Handle Set
Set includes 2 handles, 2 gaskets and 4 mounting screws.
401-608 Reg. \$38.95 Sale Price \$34.95

MG TD-TF Factory Workshop Manual
High quality hardbound reprint covering the TD and TF in great detail. Excellent information for TC owners as well.
210-400 Reg. \$49.95 Sale Price \$44.50

MG TD-TF Gearshift Rubber Snug
282-680 Reg. \$22.95 Sale Price \$18.25

MG TD-TF Handbrake Handle
181-360 Reg. \$8.95 Sale Price \$6.50



MG TD-TF Hub Cap
Supplied complete with enamelled red medallion. Sold individually.
200-240 Reg. \$24.95 Sale Price \$21.50

MG TD-TF Side Curtain Mounting Plate
405-300 Reg. \$6.50 Sale Price \$5.75



MG TF 1500 .060" Piston Set
These are our newly released Aerolite brand pistons. American-made to original factory specifications of the latest in high strength, high silicone content aluminum alloy. Complete set of four .060" oversize pistons with rings and wrist pins.
420-268 Reg. \$264.50 Sale Price \$244.50



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MG TD-TF
Steering Column Spring Cover
262-250 Reg. \$12.95 Sale Price \$9.95

MG TD-TF
Turn Signal Switch Handle
150-600 Reg. \$8.95 Sale Price \$6.50

MG TF Starter Cable
These quality reproductions incorporate a flat rolled outer cable and the correct knob on the inner cable. Supplied long; trim to fit.
331-400 Reg. \$24.50 Sale Price \$19.95

MGA SPECIALS!

MGA Interior Mirror
165-100 Reg. \$15.95 Sale Price \$12.95

MGA Radio Blanking Plate Chrome Bezel
472-040 Reg. \$6.95 Sale Price \$5.95

MGA Radio Speaker Screen
233-750 Reg. \$5.95 Sale Price \$4.95



MGA 1500 .040" Piston Set
These are our newly released Acrolite brand pistons. American-made to original factory specifications of the latest in high strength, high silicone content aluminum alloy. Complete set of four .040" oversize pistons with rings and wrist pins.
420-458 Reg. \$264.50 Sale Price \$244.50

MGA 1600 & MkII Front Parking Lamp Lens
Sold individually. Complete with rim.
164-200 Reg. \$16.95 Sale Price \$14.25

MGA 1500 Front Parking Lamp Assembly
143-500 Reg. \$29.95 Sale Price \$24.95

MGA 1600 MkII Tail Lamp Base Pad
Fits between base and plinth.
Sold individually.
159-440 Reg. \$4.60 Sale Price \$3.75

MGA 1600 MkII Tail Lamp Lens Pad
Fits between lens and base.
Sold individually.
159-410 Reg. \$2.95 Sale Price \$2.25

MGA Accelerator Pedal Pad
280-790 Reg. \$1.95 Sale Price \$1.40

MGA Steering Column Spring Cover
262-250 Reg. \$12.95 Sale Price \$9.95

MGA Windshield Washer Jet Assembly
361-240 Reg. \$5.70 Sale Price \$4.95

MGA Superior Grade Carpet Sets
Carefully patterned and cut in our own upholstery shop for proper fit and easy installation. These kits are constructed of superior grade 80% wool/20% synthetic short cut pile material manufactured in England exclusively for us. Supplied complete with the correct rubber heelmat and all necessary snaps and studs. These are the finest carpet sets on the market!

The main carpet kit covers the seating and footwell areas as original. The rear carpet set listed below was optional on roadsters and adds that "finished" touch to your car's interior. To dress up your trunk, we offer our trunk carpet set, complete with spare tire cover.

Black Main Carpet Set	242-718	Reg. \$272.25	Sale Price \$258.65
Red Main Carpet Set	242-728	Reg. \$272.25	Sale Price \$258.65
Roadster Black Rear Carpet Set	242-830	Reg. \$83.75	Sale Price \$75.50
Roadster Red Rear Carpet Set	242-840	Reg. \$83.75	Sale Price \$75.50
Black Trunk Carpet Set	242-810	Reg. \$112.85	Sale Price \$95.95
Red Trunk Carpet Set	242-820	Reg. \$112.85	Sale Price \$95.95

MGA Air Duct Hose
This is the original type 4" diameter hose that supplies fresh air to the carburetors.
18" long.
456-110 Reg. \$13.95 Sale Price \$11.50

MGA Air Duct Hose
This is the original type 4" diameter hose fitted between the grille and blower.
31" long.
456-120 Reg. \$19.80 Sale Price \$16.50

MGA Battery Mounting Pad Set
473-198 Reg. \$5.25 Sale Price \$4.50

MGA High Beam Indicator Lamp Blue Jewel
151-600 Reg. \$2.90 Sale Price \$2.45

MGA Brake Master Cylinder Reservoir Gasket
180-270 Reg. \$2.95 Sale Price \$2.50

MGA Brake/Clutch Pedal Fume Excluder Retaining Plate
Also used with blanking plate on passenger's side.
181-650 Reg. \$5.95 Sale Price \$4.50

MGA Clutch/Brake Pedal Pad
Sold individually.
280-770 Reg. \$2.65 Sale Price \$1.95

MGA Coupe Vent Window Seal Right Hand
280-017 Reg. \$19.95 Sale Price \$14.95
Left Hand
280-027 Reg. \$19.95 Sale Price \$14.95

MGA Door Lock Release Cable
Fits roadsters only.
470-560 Reg. \$5.65 Sale Price \$4.85

MGA Finned Cast Aluminum Valve Cover
This traditional accessory brightens your engine compartment and muffles valve noise.
Fits all pushrod engines. Includes chrome filler cap, bushings and washers.
224-508 Reg. \$69.95 Sale Price \$64.50

MGA Heater Lever and Switch Assembly
360-455 Reg. \$29.50 Sale Price \$24.95

MGA Ignition Wire Spacer
171-550 Reg. \$1.95 Sale Price \$1.50

MGA Rear Axle Hub Oil Seal
120-900 Reg. \$3.60 Sale Price \$2.95

MGA Splash Plate Seal Set
Complete set for all four fenders. Don't forget to order split rivet set #325-268 separately.
280-808 Reg. \$39.50 Sale Price \$32.50

MGA Steering Rack Seal
Sold individually.
263-010 Reg. \$8.95 Sale Price \$7.50

MGB SPECIALS!

MGB Accelerator Pedal Pad
Fits all thru 1967.
280-790 Reg. \$1.95 Sale Price \$1.40

MGB Air Temperature Regulator
Fits all cars with a single Zenith-Stromberg carburetor.
373-920 Reg. \$86.15 Sale Price \$69.95

MGB Brake Master Cylinder
With wedge-shaped reservoir. Fits 1974 1/2 and '75.
180-725 Reg. \$182.60 Sale Price \$164.95

MGB Brake Master Cylinder Repair Kit
Fits cars with dual line, non-servo systems. Roadsters from (c) 138401 thru 360300/GTs from 139472 thru 361000.
180-205 Reg. \$15.70 Sale Price \$12.95

MGB Chrome Window Winder Handle
Fits 1968 thru '80. Virtually the same shape as the original flimsy black plastic winder, these handles are die-cast metal for durability, and beautifully chrome-plated. Sold individually.
472-540 Reg. \$14.90 Sale Price \$11.50

MGB Competition Lowered Front Coil Spring
Fits 1974 1/2 thru '80 only. These heavy-duty front suspension road springs lower the ride height of your late MGB by a full 2". Recommended primarily for competition purposes.
Sold individually.
264-395 Reg. \$89.15 Sale Price \$69.95

MGB Crankshaft
Fits 5-main bearing engines. Brand new, not a re-grind!
451-615 Reg. \$995.00 Sale Price \$945.00

MGB Door Window Glass Brush Seal
682-030 Reg. \$4.75 Sale Price \$4.25

MGB Electric Window-Lift Kit
Manufactured in England by Smiths (makers of heaters and instruments for MGBs), these electric window-lift units give a factory-original appearance. The drive mechanism is easily installed inside the door with a small, neat cover plate fitting where the window winder handle used to be. The switches may be mounted to either door panels, dash or center console.
386-950 Reg. \$199.95 Sale Price \$169.95

MGB Engine Side Cover Gasket
This is the rubber version used on 18V engines. Sold individually.
296-375 Reg. \$3.75 Sale Price \$3.25

MGB Front Side Marker Lamp Plinth
Black as original, fits 1970 on. (Roadsters from (c) 187211; GTs from 187841.)
Left Hand
164-925 Reg. \$5.95 Sale Price \$4.50
Right Hand
164-935 Reg. \$5.95 Sale Price \$4.50

MGB Rear Side Marker Lamp Plinth
Black as original, fits 1970 on. (Roadsters from (c) 187211; GTs from 187841.)
Left Hand
164-945 Reg. \$5.95 Sale Price \$4.50
Right Hand
164-955 Reg. \$5.95 Sale Price \$4.50

MGB Front Sidelamp Seal
Fits between lamp and body. For 1970 thru '74 1/2 cars only; roadsters from (c) 187214 to 360300/GTs from (c) 187842 thru 361000.
164-110 Reg. \$2.40 Sale Price \$1.95

MGB Front Suspension Coil Spring
Fits roadsters from (c) 293446 on. Sold individually, but we highly recommend replacing road springs in pairs.
264-380 Reg. \$33.30 Sale Price \$24.95

MGB Gearbox Laygear
Fits 1968 thru '80. (Roadsters from (c) 138401; GTs to (c) 139472.)
462-055 Reg. \$124.95 Sale Price \$94.50

MGB Header Rail Seal Retainer
Fits all roadsters.
453-600 Reg. \$10.95 Sale Price \$9.95

MGB Front Suspension Tube Shock Conversion Kit
This carefully engineered bolt-on conversion is easy to install and does not require modification of any original component. Modern tube shocks offer multiple-stage compression and rebound valving that results in comfortable yet highly controlled spring damping under a wide variety of road and driving conditions.
268-120 Reg. \$124.50 Sale Price \$109.95

MGB Headlamp Rim
Original for 1980 cars only, with notches for easy headlamp adjustment. Will fit all MGBs. Sold individually.
164-015 Reg. \$23.95 Sale Price \$21.50

MGB Headlight Switch
Fits 1977 thru '80 roadsters from (c) 410001 on.
141-420 Reg. \$24.95 Sale Price \$21.50

MGB Headrest Assembly
Fits 1973-76. This is the "eared-type" headrest, covered in non-perforated vinyl. Sold individually.
Black Vinyl
649-140 Reg. \$49.95 Sale Price \$43.95
Autumn Leaf Vinyl
649-130 Reg. \$49.95 Sale Price \$43.50

MGB Ignition Wire Spacer
For cars with 18V/GA/GB engines and side-entry distributor caps.
171-550 Reg. \$1.95 Sale Price \$1.50

MGB License Lamp Base Grommet
Fits roadsters/GTs from (c) 339905 to 409140. Sold individually.
144-225 Reg. \$4.95 Sale Price \$4.25

MGB Nylatron A-Arm Bushing
Intended primarily for competition purposes, the nylon and molybdenum disulphide compound used in these bushings is designed to withstand high load conditions with low rotational movement, producing good lateral control while allowing more vertical suspension movement. Sold individually, 8 required.
280-475 Reg. \$1.95 Sale Price \$1.60

MGB Original Style Steering Wheel
Fits 1963-67; roadsters to (c) 138400/GTs to (c) 139283.
454-340 Reg. \$148.50 Sale Price \$129.95

MGB Radiator Grille Badge
Fits 1963 thru '70.
201-050 Reg. \$6.25 Sale Price \$5.25

MGB Windshield Washer Jet Assembly
Fits roadsters thru (c) 447035.
361-240 Reg. \$5.70 Sale Price \$4.95

MGB Radio Blanking Plate Chrome Bezel
Fits 1963 thru '76.
(Roadsters to (c) 410000/GTs to (c) 367803.)
472-040 Reg. \$6.95 Sale Price \$5.95

MGB Rear Axle Hub Oil Seal
Fits cars with banjo-style rear axles only.
120-900 Reg. \$3.60 Sale Price \$2.95

MGB Rear Brake Drum
Fits all cars with tubed type rear axles.
264-820 Reg. \$72.50 Sale Price \$64.95

MGB Rear Engine Oil Seal Retainer
Fits 5-main engines only.
120-830 Reg. \$7.90 Sale Price \$6.75

MGB Steel Floor Panel
Fits 1968 on. (Roadsters from (c) 138400; GTs from (c) 139471.)
Left Hand
458-950 Reg. \$42.95 Sale Price \$37.50
Right Hand
458-955 Reg. \$42.95 Sale Price \$37.50

MGB Steering Rack Seal
Economical replacement type, sold individually.
263-280 Reg. \$8.45 Sale Price \$6.95

MGB Steering Rack Seal Set
The genuine factory components in this kit are of the highest quality. Includes 2 rack seals, 2 large and 2 small original type clamps.
263-385 Reg. \$39.95 Sale Price \$34.95

MGB Water Temperature Sending Unit
Fits 1963-'74. (Roadsters/GTs up to (c) 367900.)
740-180 Reg. \$6.25 Sale Price \$5.25

MGB Wiper Arm
Fits up to 1967; roadsters thru (c) 138400. Sold individually.
164-950 Reg. \$14.95 Sale Price \$12.50

MGB Wiper Arm
Fits up to 1967; roadsters thru (c) 138400. Sold individually.
164-950 Reg. \$14.95 Sale Price \$12.50

Sprite-Midget Specials!

Bugeye Sprite Rear Deck Arrow Badge
Gold finish as original!
031-585 Reg. \$22.95 Sale Price \$20.95

Bugeye Sprite Windshield Frame Seal
Fits between windshield frame and body. For early cars up to (c) AN5-5476.
680-875 Reg. \$15.95 Sale Price \$13.75

Sprite Hub Cap
Correct for 948 and 1098, complete with stamped AH logo as original. Sold individually.
200-340 Reg. \$29.95 Sale Price \$26.95

Sprite-Midget Connecting Rods
Fits 948cc engines only. Sold individually. For #1 and #5 cylinders.
837-310 Reg. \$23.95 Sale Price \$21.50

Sprite-Midget Brake Master Cylinder Repair Kit
Fits 1275 and 1500 with dual line systems.
180-205 Reg. \$15.70 Sale Price \$12.95

Sprite-Midget Brake Master Cylinder Reservoir Gasket
Fits 948 and 1098 only.
180-270 Reg. \$2.95 Sale Price \$2.50

Sprite-Midget Cylinder Head Gasket
Fits 1275cc engines only.
694-525 Reg. \$14.20 Sale Price \$11.95

Sprite-Midget Engine Side Cover Gasket
This is the rubber version used on 1098 and 1275cc engines. Sold individually.
296-375 Reg. \$3.75 Sale Price \$3.25

Sprite-Midget Gearbox Laygear
Fits 1098cc cars to mid 1964.
843-100 Reg. \$98.75 Sale Price \$89.00

Sprite-Midget Rear Wheel Cylinder
7/8" bore. Fits Sprites from (c) 20545 to 24731/Midgets from (c) 13555 to 16183.
180-445 Reg. \$56.50 Sale Price \$47.50

Sprite-Midget Front Suspension Upper Trunnion
This recently introduced forged steel reproduction should be a real treat for those of you with badly rusted or worn upper trunnions. Sold individually.
264-405 Reg. \$23.95 Sale Price \$19.50

Sprite-Midget Windshield Washer Jet Assembly
361-240 Reg. \$5.70 Sale Price \$4.95

Midget Radiator Grille Badge
Fits Mk1-MkIII to 1969 split rear bumper cars.
201-050 Reg. \$6.25 Sale Price \$5.25

Midget 1500 Clutch Slave Cylinder Hose
180-845 Reg. \$19.95 Sale Price \$17.25

Midget 1500 Engine Mount
Fits from (c) GAN6-166304 on.
810-120 Reg. \$29.90 Sale Price \$26.50

Midget 1500 Gearshift Knob
847-260 Reg. \$13.35 Sale Price \$11.95

Midget 1500 Rear Wheel Cylinder
180-395 Reg. \$39.95 Sale Price \$34.95

Midget 1500 Temperature Gauge Sending Unit
071-241 Reg. \$7.15 Sale Price \$5.95

Jaguar XK120-140-150 Parking Lamp Red Indicator Medallion
872-975 Reg. \$5.70 Sale Price \$5.25

Early Jaguar XK120 Front Wheel Cylinder
011-237 Reg. \$64.95 Sale Price \$53.95

Jaguar XK120-140 Clutch & Brake Pedal Draft Excluder
011-745 Reg. \$4.90 Sale Price \$4.25

Jaguar XK120-140 Fuel Tank Cap Seal
682-170 Reg. \$3.95 Sale Price \$3.35

Jaguar XK120-140 Roadster Side Curtain Clamp Bolt Washer
011-708 Reg. \$5.95 Sale Price \$4.50

Jaguar XK120-140-150 Anti-Sway Bar Link Upper Bushing
Sold individually.
011-943 Reg. \$2.65 Sale Price \$2.25

Jaguar XK120-140-150 Gearshift Lever Rubber Bushing
682-010 Reg. \$2.80 Sale Price \$2.40

Jaguar XK120-140-150 Rear Brake Hose
513-332 Reg. \$22.55 Sale Price \$18.95

Jaguar XK120-140-150 Rear Spring Silentbloc Bushing
Sold individually, 4 required per car.
031-955 Reg. \$7.55 Sale Price \$6.50

Jaguar XK140 Clutch/Brake Pedal Rubber Grommet
Sold individually, 2 required.
682-060 Reg. \$6.95 Sale Price \$5.85

Jaguar XK140-early 150 Tail Lamp Housing Pad
011-823 Reg. \$7.95 Sale Price \$6.50

Jaguar XK140 Trunk Lid Badge
A nice reproduction of the red cloisonné badge proclaiming Jaguar "Winner Le Mans 1951-53".
011-712 Reg. \$36.50 Sale Price \$29.95

Jaguar XK150 Brake Servo Unit
011-247 Reg. \$73.25 Sale Price \$695.00

Jaguar XKE Chrome Wire Wheel
Fits Series III cars only. 15" x 6" rim with 72 spokes. Sold individually.
854-300 Reg. \$309.95 Sale Price \$284.95

Original Jaguar XK Book
Over 150 superb quality color photographs illustrate even the most intricate details of each of the nine XK models. The author, along with a panel of Jaguar experts, details the specifications of the original bodywork, interior and mechanics of this beautiful series.
213-150 Reg. \$32.90 Sale Price \$27.50

Triumph Specials!

Triumph TR250-TR6 Competition Spring Sets
These are exact duplicates of the heavy duty coil springs supplied by the British Leyland Special Tuning department. Heavy duty springs provide a firmer, better controlled ride and considerably reduce rear end squat under hard acceleration. Original rear springs are to soft and will sag in short order. Please note that the racer set fits TR6s from CC61571 on only. Fitting to earlier cars requires suspension geometry changes. Will not work with tube shock conversion kit.
TR250-TR6 Front Heavy Duty Spring Set
670-138 Reg. \$89.95 Sale Price \$43.95
TR6 Rear Heavy Duty Spring Set
670-148 Reg. \$89.95 Sale Price \$43.95

Triumph TR4-TR6 Hood Buffer
Fits thru '73. These are the wedge-shaped rubber buffers that fit along the side of the hood. Sold individually, 4 required per car.
680-400 Reg. \$0.95 Sale Price \$0.80

Triumph TR2-TR3 Door Latch Lever Slot Escutcheon
Fits TR3 to TS22013.
803-615 Reg. \$5.75 Sale Price \$4.75

Triumph TR2-TR3B Steering Box Bushing
667-000 Reg. \$2.65 Sale Price \$2.25

Triumph TR2-TR3B Steering Idler Arm Silentbloc Bushing
667-040 Reg. \$10.95 Sale Price \$9.95

Triumph TR2-TR3B Steering Idler Lever
667-020 Reg. \$34.50 Sale Price \$29.50

Triumph TR2-TR3 Trunk Lid Lock "Fig Leaf" Chrome Escutcheon
Fits all TR2s and TR3 up to TS22013.
802-838 Reg. \$6.95 Sale Price \$5.75

Triumph TR2-TR3 Air Cleaner Decal
011-716 Reg. \$3.25 Sale Price \$2.75

Triumph TR2-TR3B Front Engine Mount
810-010 Reg. \$13.50 Sale Price \$11.95

Triumph TR2-TR3A Gearbox First Gear/Countershaft
841-010 Reg. \$129.50 Sale Price \$109.95

Triumph TR2-TR3B Gearshift Lever Boot
680-680 Reg. \$12.50 Sale Price \$9.50

Triumph TR2-TR3B Hood Hinge
Chrome-plated as original. Fits TR2 from TS7229 on.
Right Hand
802-860 Reg. \$12.75 Sale Price \$9.95
Left Hand
802-870 Reg. \$12.75 Sale Price \$9.95

Triumph TR2-TR3B Rear Overdrive Support Spring
802-600 Reg. \$13.40 Sale Price \$11.95

Triumph TR2-TR3B Vent Pull Escutcheon
Fits TR2 from TS6157 on.
633-640 Reg. \$3.50 Sale Price \$2.85

Triumph TR2-TR3B Windshield Frame Lower Sealing Rubber
Fits between frame and body.
680-470 Reg. \$7.90 Sale Price \$7.25

Triumph TR2-TR3B Windshield Frame Tenax Stud
The studs we supply have a standard size head, slightly larger than the early "baby" size fasteners which are no longer available.
802-990 Reg. \$0.80 Sale Price \$0.65

Triumph TR2-TR3B Windshield Frame Upper Sealing Rubber
Fits between frame and top.
680-480 Reg. \$6.50 Sale Price \$5.95

Triumph TR2-TR4 Aluminum Tail Pipe Extension
863-010 Reg. \$7.95 Sale Price \$6.25

Triumph TR2-TR4 Jack Assembly
Supplied less handle, fits TR2 from TS5469 thru TR4. While Triumph sourced jack assemblies to several manufacturers when the cars were being produced, this reproduction is an exact duplicate of the most common version.
389-000 Reg. \$39.95 Sale Price \$36.95

Triumph TR2-TR4 Rear Spring Shackle Pin Assembly
674-450 Reg. \$19.95 Sale Price \$15.95

Triumph TR2-TR4 Alloy Valve Cover
Muffle valve train noise while making your engine bay more attractive. Heavy alloy finned valve cover comes complete with threaded cap and breather. Don't forget to order gasket #694-000 separately.
852-090 Reg. \$143.70 Sale Price \$129.50

Triumph TR2-TR4A Crankshaft Pulley Halves
Rear Half
837-500 Reg. \$13.45 Sale Price \$11.95
Front Half
837-510 Reg. \$13.45 Sale Price \$11.95

Triumph TR2-TR4 Engine Lock Washer Set
Complete kit includes virtually every specialized lock washer you will need when rebuilding your engine. Fits TR4 to CT34017E.
837-575 Reg. \$6.90 Sale Price \$5.75

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TRIUMPH SPECIALS!

**Triumph TR2-TR4A
Oil Filter Element**
Stock up now and save!
833-000 Reg. \$4.30 Sale Price \$3.50

**Triumph TR2-TR4A
Oil Pump Rotor and Vane**
836-005 Reg. \$36.95 Sale Price \$29.95

**Triumph TR2-TR4A
Wheel Stud**
For disc wheel cars only.
Fits front to TR3 TS13045. Fits rear TR2 thru TR4A. (Fits TR4A solid axle only).
661-320 Reg. \$4.40 Sale Price \$3.95

**Triumph TR3-TR6
Front Hub Stud**
For disc wheel cars only Fits TR3 from TS13046 thru TR6.
661-330 Reg. \$3.75 Sale Price \$3.25

**Triumph TR3-TR4A
Rear Hub Stud**
For wire wheel cars only. Fits TR3 from TS13046 thru TR4A with solid rear axle.
674-400 Reg. \$4.45 Sale Price \$3.95

**Triumph TR4A IRS-TR6
Rear Hub Stud**
Fits disc wheel cars only.
674-960 Reg. \$3.65 Sale Price \$3.15

**Triumph TR4A IRS-TR6
Rear Hub Stud**
Fits wire wheel cars only.
674-980 Reg. \$3.65 Sale Price \$3.15

**Triumph TR2-TR6
Rubber Jack Hole Plug**
680-780 Reg. \$4.30 Sale Price \$3.95

**Triumph TR3-TR3B
Trunk Lid Hinge**
Beautifully chrome-plated as original. Can be used on TR2s as well, although the hinges on these cars were originally painted body color.
Right Hand
802-840 Reg. \$11.95 Sale Price \$9.95
Left Hand
802-850 Reg. \$12.75 Sale Price \$9.95

**Triumph TR3-TR4
Rear Axle U-Bolt**
Fits TR3 from TS13046 thru TR4 CT23382.
674-510 Reg. \$6.40 Sale Price \$5.50

**Triumph TR3-TR4-TR250-TR6
Rear Wheel Cylinder Dust Cover**
Fits later TR3s from TS13046 on.
582-190 Reg. \$2.90 Sale Price \$2.55

**Triumph TR3A-TR3B
Door Edge Trim End Button**
803-890 Reg. \$1.95 Sale Price \$1.75

**TRIUMPH
Triumph TR3A-TR3B
Front Cowl Letter Set**
Complete set of ribbed faced letters. Order speed nut set #326-558 separately.
601-208 Reg. \$15.90 Sale Price \$12.95

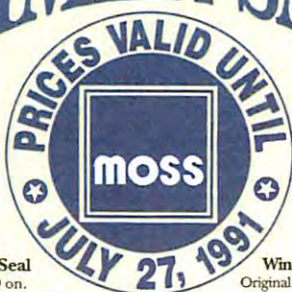
**Triumph TR3A-TR3B
Rear Quarter Panel**
Fits TR3A from TS60001 on.
Right Hand
855-720 Reg. \$118.75 Sale \$104.95
Left Hand
855-730 Reg. \$118.75 Sale \$104.95

Triumph TR3A-TR3B Trunk Lid Seal
Fits TR3A from TS60001 on.
680-510 Reg. \$17.95 Sale Price \$15.25

**Triumph TR3A-TR4A
Green Flasher Warning Lamp**
Comes with chromed bezel.
Does not include bulb or socket.
142-350 Reg. \$16.90 Sale Price \$12.95

**Triumph TR4-TR6
Spare Tire Retainer Threaded Hook**
802-325 Reg. \$3.95 Sale Price \$3.25

SUMMER SALE!



**Triumph TR4
Front Suspension
Trunion Grease Seal**
Fits TR4 from CT7219 on.
520-210 Reg. \$1.20 Sale \$0.85

**Triumph TR3A-TR6
Front Brake Caliper
Repair Kit**
Fits up to TR6 (c)CC29929 on. One kit repairs both calipers.
583-000 Reg. \$27.75 Sale Price \$24.95

**Triumph TR6
Front Brake Caliper Repair Kit**
Fits from (c)CC29930 on. One kit repairs both calipers.
583-110 Reg. \$13.95 Sale Price \$11.95

Triumph TR6 Anti-Sway Bar Bracket
667-740 Reg. \$2.95 Sale Price \$2.45

**Triumph TR3B-TR6
1st & 2nd Gear
Synchro Hub Assembly**
Fits up to TR6 (g)CD19740.
845-030 Reg. \$43.50 Sale Price \$38.50

**Triumph TR3B-TR6
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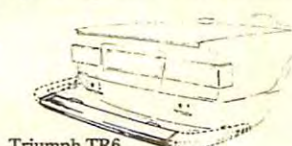
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Triumph TR4-TR250-TR6 Superior Grade Carpet Sets
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Triumph TR4
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Quantity strictly limited to stock on hand.
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Intended primarily for competition pur-
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Orders must be received in our Goleta,
California office by July 27, 1991 (not just
postmarked by) to qualify for these spe-
cial prices, so be sure to order early!

All items listed in this newsletter and
sale section do not include shipping and
handling charges or local sales tax (CA
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ping rates to your area.

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WE THANK EACH AND EVERY ONE OF YOU THAT ENTERED FOR TAKING THE TIME AND EFFORT TO SEND US YOUR VIEW OF THE BRITISH SPORTS CAR! NOT ONLY DO YOUR PHOTOS PROVIDE INSPIRATION TO OTHER ENTHUSIASTS (INCLUDING MOSS EMPLOYEES), THEY ALSO GIVE US ALL AN INTERNATIONAL VIEW OF THE BRITISH SPORTS CAR WORLD IN 1991.



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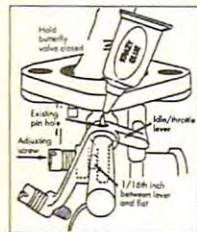
Heard any interesting tech tips lately? We're interested in publishing new and exciting hints and tips if applicable. Send your tech tip contributions to: Editor, Moss Motoring, 400 Rutherford Street, Goleta, CA 93117. If we can use them, you'll receive a \$20.00 gift certificate.

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SU Throttle Shaft Tip

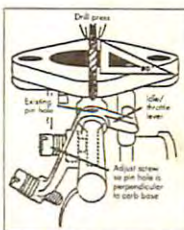
Bob Hughes
Spokane, WA

Have you replaced a throttle shaft on your favorite British sports car lately and wondered how you were going to pin the idle adjustment lever and the throttle stop lever to the throttle shaft? Or better yet, how do you drill the hole for the mounting pin, and keep the concours look, by not having to drill a second hole in the lever?



The whole idea is to try and reuse the original hole in the lever that gets pinned to the shaft, and have the lever positioned properly so that you don't run out of adjustment for the throttle stop or the idle speed screws. This helps to keep the rebuild of the carburetor looking as original as possible, which is necessary if you're going all out for the points judging. (Original type pins are not listed in all of our catalogs, but are sold individually under Moss #370-190-Ed.) To properly align the idle levers, you first need to install and center the butterfly valve in the carburetor using a new shaft.

Once the valve is installed, and centered so that it closes fully and does not bind, you can slide the lever onto the shaft. Adjust the idle speed



screw or the throttle stop screw, (depending on which carb you're working on) so that there is about 1/16th of an inch or so protruding through the lever. This assures that you will have some adjustment in case something slips a little. By holding the butterfly valve completely closed with one finger position the lever so that the adjustment screw is against the flat on the carb body that it normally rests on. Now the "shop trick". Put a drop of cyanoacrylate ester (Krazy Glue, or Loctite Super Bonder) on the shaft to glue the lever to the shaft.

Once the glue has set up you will be able to adjust the screw on the lever so that the retaining pin hole is perpendicular to the base of the carburetor. This will allow you to drill the new hole in the shaft, with a drill press, using the original hole in the lever as a guide. All that remains after this is to press in the retaining pin, and complete the rebuild of the carb.

(Bob will receive a gift certificate for his contribution.)

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MGB GT Rack Seal Tip

George E. Blumb
Noblesville, IN

I recently changed the steering rack boots on my MGB GT. I read the tech tips on page 39 of the Moss Motors' Parts Catalogue and followed the steps with one exception. I did not remove the tie rod ends. Instead I rotated (unscrewed and counted turns) the tie rod from the tie rod end, where there was ample room, as the wheel could be pivoted about the king pin exposing the boots. Assembly was just the reverse. This procedure saved tie rod end removal and potential damage to the tie rod ends. It probably saved me at least one hour and I did not need any special tools, especially a big hammer. (We have found that accurate

reassembly is made easier by first cleaning the exposed tie rod threads, and then spray-painting them. This leaves a definite reassembly reference, and is more accurate and reliable than counting (and remembering) turns. Ed.) (George will receive a gift certificate for his contribution.)

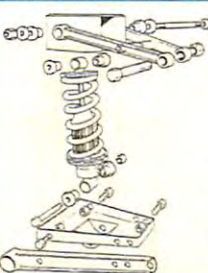
TR2-3 Rubber Floor Mats



Trust us on this one! Although they don't photograph well in the 'real' world, these floor mats are exact duplicates of those originally fitted to late TR2-3s. You can also fit a set to your TR2 (which was originally carpeted). Note: cars up to TS5088 were fully carpeted; from TS5089 on, rubber mats were fitted to the front floors. Mats are sold as a set. (Passenger side mat is shown.)

Floor Mat Set 680-978 \$34.95

Dynamic (Coil-Over) Front Suspension Kit



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A totally new and revolutionary MGB front suspension system transforms the ride quality and handling characteristics of all MGBs into a thoroughly modern feeling suspension system. This conversion totally removes the original front shock and replaces it with a custom coil-over unit. Please call a sales advisor or write for full details, including the road test report recently published in England's *Classic and Sportcar Magazine*.

Dynamic Coil-Over Suspension Kit 268-198 \$595.95

First U.S. Report On a "New" MGB Using a Body Shell

Daniel Huntsman
Point Reyes Station, CA

Deciding to take on a project such as building a "new" MGB out of the combination of a new body and the stationary hulk of my 1969 MGB never can make any real sense (other than emotionally) when one has a family to raise, a business to run, a race car to maintain and campaign (lack of sense applies here too) and a half dozen other commitments and obligations which already seem to consume all available resources of time, money and energy. It must have been this emotional override of conventional logic that put me on the road to last June's MG Marquee day at Moss Motors with my race car's trailer to pick up a new body shell and the basic inventory of parts which I knew would not survive the transplant from the old to the new car.

Of course all of the old obligations have managed to make progress on the new car slower than I had expected but I am far enough into the project to report on some revelations that may have meaning to others contemplating or in the midst of such an undertaking.

Any worry that the price of the body shell was excessive vanished as soon as I uncrated it in my garage. It had not occurred to me that unibody construction means that a shell is practically an entire car, but it quickly became obvious that the basic simplicity of the chrome bumpered MGBs and the remarkable completeness of the shell would make this a task far less formidable than I had thought.

Believe it or not the next best surprise was the crate. At \$220.00 it is an absolute bargain. It has more wood than my house and was so sturdy that the floor of it became the floor of a playhouse for my kids (my wife built it while I was working on the car).

Although I am far behind my original

unrealistic schedule, I can report on some important concepts and strategies that have surfaced. First and foremost is that the opportunity exists in these cars to build a better MGB by correcting many of the nagging things in an original, such as fitting 20th century suspension parts, installing electrical components that do not come from you know where, putting a

single battery in the trunk, fitting modern hoses and clamps, etc. Because so many of the original parts that habitually cause headaches and breakdowns are worn out by now anyway, there is actually little additional cost penalty for correcting a wide range of problems and inconveniences in the original cars.

The next important item is that a plan of attack is essential to avoid project burn-out. The project should be broken down into individual tasks that can be completed in a given time frame (a day, weekend, night or whatever) so that a sense of accomplishment is generated for each task and nothing is left unfinished, thus avoiding the sense that you have to work on the car because a task was left lingering. My sequence is to start with the rear end of the car (because it is the simplest) and then do the front corners, the engine bay, and the interior. The exterior painting and trim will be last so as to minimize the danger of damage from wrenches, errant car parts, etc.

An important extravagance if you can manage it, would be to have a third car available for perusal when reinstalling parts on the new car. As simple as the MGB



Left: Daniel's 1969 donor MG is ready to begin shedding parts. Below: body shell in garage and ready. Engine bay & trunk are painted and threads in captive fasteners are tapped out.

is, an intact car is an invaluable guide when it comes to the routing of lines, wires, pipes, etc., on the new car.

Allow a reasonable contingency in your project budget as you will be amazed how terrible previously acceptable parts look when you put them into a new shell alongside new parts. This is especially true of any trim part or any piece made out of rubber. It is both a blessing and a curse that there are hundreds of parts that cost only a few dollars each because you can very quickly run up an impressive unplanned expense if you do not stay selective about which parts can actually be switched from the donor car rather than being replaced.

Lastly, make a draft time schedule for the project and then immediately throw it

away. This sort of project always takes much longer than anyone ever initially plans. It would probably be reasonably possible to complete a car in 8 to 10 intense weeks, but few people with the financial resources to drop \$3,500.00 on a body shell don't also have dozens of conflicting obligations which preclude a rapid completion. And besides, one of the prime benefits of this project is the almost therapeutic diversion from day-to-day life that any semi-reasonable car project offers.



I had originally intended to drive my new 1969/1991 MGB to this year's Marquee Day, but I will probably just be about ready to start installing the new wiring harnesses. Marquee day in 1992 would also be a good day to drive down the coast to Goleta. If you see a shiny red MGB with chrome wire wheels and "NEW MGB" on the license plate, that will be me.

(Daniel will receive a gift certificate for his contribution.)

MGB Body Shell

This May Be Your Last Chance to Order One!

We still have a limited number of body shells available in our Goleta, CA warehouse. If you are planning to rebuild an MGB soon, you won't want to miss out on a brand new Heritage body shell. We are down to our last few, so don't delay!

MGB Body Shell 459-540 \$3995.00
(Crating Charge \$220.00)

THROUGH THE WINDSCREEN

CLUB NEWS AND EVENTS

The Club Scene

Ken Smith
Club & Events Coordinator

By now the summer season is well under way, but I would like to start this column by taking care of a little bit of business which consumed a great deal of time last winter! I refer, of course, to the 1990 Moss Journalism Awards, and what a terrific selection of club publications our judges had to wrestle with. The standards of most of the publications submitted can only be qualified by one word... outstanding! One has to feel that the increasing use of desktop publishing equipment is only adding to the superb way in which this year's entrants presented themselves, and the content becomes increasingly more interesting and informative, as members respond to the higher quality of their own club magazine or newsletter.

To all who submitted entries - Well done! While not strictly one of the marquee events that we cater to... a special mention goes to the Morgan Club of Northern California for their "Flexible Flyer!" Successful entrants have been notified and a suitable memento of their triumph (no pun intended!) will be forwarded even as we speak. Please see box below for winners.

Now to something completely different. Our first outing of the season with the Moss Road Show was to beautiful downtown Phoenix, where on a brilliant day in early March, superb examples of many types of British classics assembled at the Town & Country Shopping Center. If you've never seen a Morris Minor side by side with a 3 1/2 Liter Bentley, then you have never lived! And this, in addition to lots of lovely Healeys, Triumphs and MGs. It certainly whets our appetite for the many events we will be going to this summer.



Our first outing of the year...Phoenix All British Show.

Please come up to the Moss RV, say hello, and collect your free 10% discount voucher (which includes free shipping), as well as the world's best catalog for your car! We don't guarantee it's written in stone, here's what our Moss Road Show '91 looks like at the present time...we look forward to meeting you all!

May 24-26 Austin-Healey Days, Palm Desert, CA
June 16 All British Car Day, Chico, CA
June 20-23 VTR National, Frederick, MD
June 27-30 GOF, Nashua, NH
July 7 Day of Triumph, Boston, MA
July 14 British Car Day, Brookline, MA
July 18-21 Nat'l MGB Convention, Chicago, IL
July 25-28 Austin-Healey Conclave, Sturbridge, MA
Aug 22-25 UM Summer Party, Grand Rapids, MI
Sept 1-2 All British Car Show, Kansas City, KS
Sept 8 All British Car Day, Chicago, IL
Sept 15 All British Car Day, St. Louis, MO
Nov 1-3 Triumphfest, Lake Havasu, AZ

Here's a new club I have been advised of since our last issue. If they are in your area, get in touch and join the ever growing British Car Club movement for fun, technical advice and good social company.

Western New York British Car Club
108 Mapleleaf Drive
Williamsville, NY 14221

Remember, if you want to know details of clubs in your vicinity, please drop us a line and a S. A. S. E. and we'll be only too happy to oblige.

Speaking of clubs naturally leads me to think of events promoted by the hard-working officials who put the meetings together. It is rather disappointing that this year several major meetings share the same date(s), which leads to people who might have wished to attend a couple of meetings, having to decide which one has priority. I have to say that the Austin-Healey and Triumph people have their acts together far better than the MG clan, and spread their major events across the calendar. Consider the following: during the third week in July there are no less

than three major National MG events sharing the same dates! The National MGB Convention will be happening in Chicago at the same time the National MGA meet will be taking place in Huntsville, Alabama, and just for good measure, The Central Gathering of the Faithful for T-Types will be happening in Minneapolis! I know of several people who own an MGA and an MGB who would have liked to be present at both National meets, as well as club members with Ts and/or Bs who would have wished to be up there in Viking country for the GOF Central. Is it possible that the organizers of major meets could get together in advance to try and avoid such clashes of dates to ensure maximum attendance at each and every event? We here at Moss would be only too happy to act as a clearing house for meeting dates and feed out the information in advance so that action could possibly be taken if it looks as though two or more major meets are going to be held at the same time. Let us know what you think and please let us have your projected event dates for 1992 as soon as possible. We will circulate the dates well in advance to try and avoid the unfortunate situation we find this upcoming July.

Finally, we would like to hear from all you collectors and builders of the Dinkys, the Corgis, the scratch-builts and the exotic dioramas we have seen out at meets, in fact, all the model classic British sports cars out there. At Moss we have several staff members who have superb collec-



MGs ready for showtime.

I have to say that the Austin-Healey and Triumph people have their acts together far better than the MG clan, and spread their major events across the calendar.

our very own Moss Motors pinewood derby track (see bottom left of this page)! Wouldn't it be great to have an all MG pinewood derby...to see miniature TR4s and Spitfires hurtling down the track! Or how about an all British pinewood derby?

Till next time or until we meet up with the Moss Road Show, drive safely and remember to "Preserve the Heritage!"

MOSS

Austin-Healey Pacific Centre

Gary Anderson Los Altos, CA

Looking for a line from the Beatles songbook, in February 1990 the Austin-Healey Club, Pacific Centre was able to say, "It was twenty years ago today!" In February, 1970, a small group of Healey enthusiasts in San Jose, California met at a pizza parlor to organize a new club, to fill the gap left when the factory-sponsored Austin-Healey Club had been discontinued with the end of Healey production in 1968. Since that time, the club has been continuously in operation, active in organizing Healey activities in Northern California and promoting the big Healey and Sprite movement throughout the world.

The club now is perhaps best known for *Austin-Healey Magazine*, a glossy monthly that has now been awarded the accolade of "Best Overall British Car Club Publication" two years running. Originally published as *Healey Highlights*, the magazine rapidly became known for its quality. A face-lift and name change five years ago reflected its reorientation to being the premier international magazine focusing on the Austin-Healey cars, filling the niche between the regional newsletters and the multi-marque car magazines. Over 2500 members receive this publication, written and edited by Healey owners, and containing a mixture of Healey history, technical notes, profiles of people and their cars, Concours and restoration information, ads for parts and service, and perspectives on the experience of owning and enjoying the Austin-Healey.

With half a continent separating the two groups of members, the east coast



clubs gradually developed their own support networks, while Pacific Centre, still headquartered in San Jose, helped establish regional groups in British Columbia, Washington, Oregon, and in several California regions. Out of those groups has grown a loosely-knit network of regional clubs up and down the west coast and extending east to Denver. Pacific Centre still plays a role in maintaining contact among the regional clubs, especially by helping the clubs organize the annual west coast meet, with the 16th annual meet to be held this June at Lake Tahoe.

In addition all this, Pacific Centre maintains an active local group of over 500 members centered on the San Francisco Bay area. The "Healey Hot Street" provides information on monthly tours, tech sessions, and get-togethers.

Information on membership in the club can be obtained by writing AHCPCC, P.O. Box 6197, San Jose, CA 95150 or calling (415) 949-3374.



Left: AHCPCC event at the Santa Cruz Boardwalk, Santa Cruz, California. Photo by John Walker.

1990 Moss Journalism Award Winners

Austin-Healey Category

1st Place: *Austin-Healey Magazine*, Austin-Healey Pacific Centre
2nd Place: *Healey Motor News*, Austin-Healey Association

Triumph Category

1st Place: *The Triumph Standard*, Southern California Triumph Owners Assoc.
2nd Place: *The Triumph Tribune*, Triumph Register of Southern California

MG Category

1st Place: *The Roars*, Houston MG Car Club
2nd Place: *Ye Olde Valve Clatter*, Club "T" MG of Portland
3rd Place: *Quadriga News*, North Carolina MG Car Club

Honorable Mentions

Spark & Spanner, South Alabama British Car Club
The Latest Breakdown, Armadillo As, Dallas, Texas
Newsletter, MG Car Club of St Louis
Oilspots, United British Sports Car Club, Sacramento, CA
Tonneau or Not To Know, Basically British Car Club, Greensburg, PA

Moss Pinewood Derby Arrives

After three years of borrowing a Pinewood Derby track from the local Santa Barbara boy scouts, we hired John Bennett to make us one of our own. We now have several Moss staff members racing home in the evenings to carve and whittle out British racing lines on the regulation block of wood supplied at local toy stores, in readiness for the first "home" race, the Goleta MG Marque Day on June

8th. In reality however, the very first unveiling of the new track will be in Palm Springs, California at the 1991 Healey Week. These Healey owners are dedicated Pinewood Derby fanatics, as they have held a derby for the last three years running. We hope to get some photos of their mini-Healeys in the fall issue of *Moss Motoring*, thus giving you the inspiration to create a British race car of your very own.

Circuit of Britain Video Release

Ever dream of driving your MG in England? Of visiting the place where it was built? It was more than a dream to over 200 MG owners. They shipped 88 T-types and one J-type to England last summer for a 2500 mile, 3-week "Circuit of Britain". Sponsored by the New England MG-T Register, the trip was a reliability run that took the cars from one end of Great Britain, Lands End in the southwest, to the other end, John O'Groats at the northern tip of Scotland, and back. "We just wanted to see if we could take nearly a hundred cars around England and get

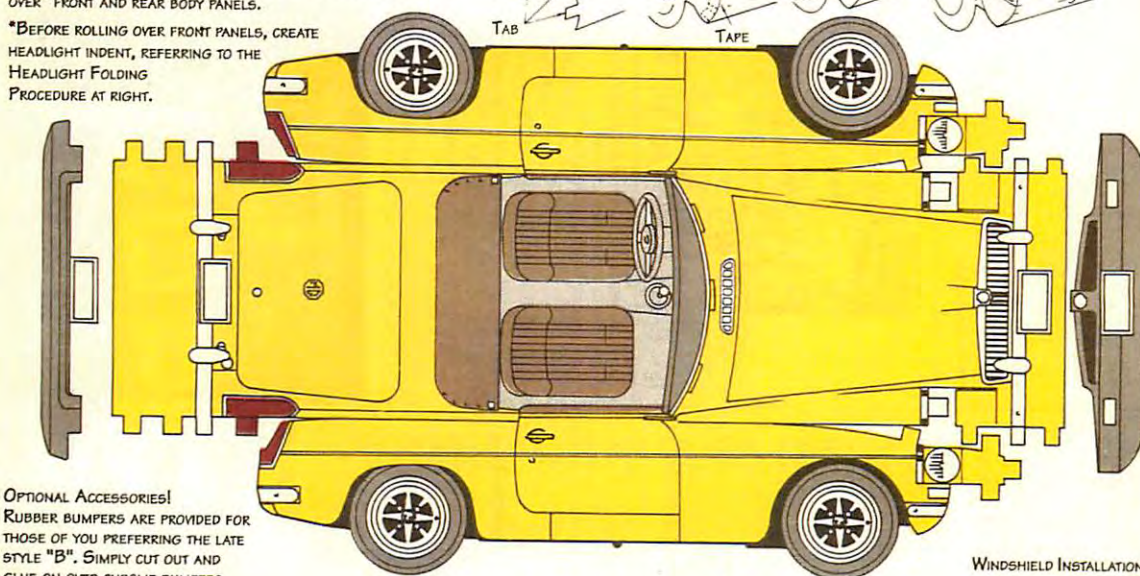
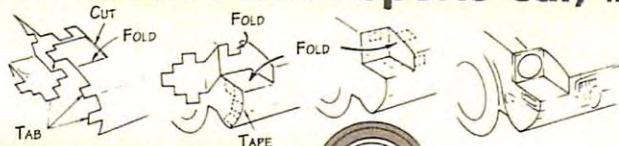
most of them through. And we did it!" In addition to filming the entire trip, Shelburne was himself a participant, driving his 1954 TF. Ellen Shelburne edited the 89 minute videotape from over 17 hours of original footage. The tape visits places like Prescott (hill climb), Brooklands, Beaulieu and more. Broadcast quality production equipment was used to produce a tape that is sharp and clear in the VHS release copies. The videotape can be ordered directly from Shelburne Films at (614) 378-6297, or write to Shelburne Films, 54545 SR 681, Reedsville, OH 45772.

Free MGB Roadster. Your Classic British Sports Car, #2.

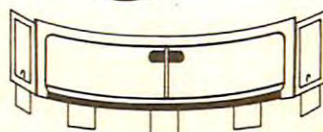
TO ASSEMBLE YOUR MGB, WE RECOMMEND THAT YOU GLUE THE CUTOUT TO A PIECE OF PAPER TO STIFFEN IT.

AFTER CUTTING OUT YOUR NEW CAR, FOLD OVER TABS, THEN ROLL OVER *FRONT AND REAR BODY PANELS.

*BEFORE ROLLING OVER FRONT PANELS, CREATE HEADLIGHT INDENT, REFERRING TO THE HEADLIGHT FOLDING PROCEDURE AT RIGHT.



OPTIONAL ACCESSORIES!
RUBBER BUMPERS ARE PROVIDED FOR THOSE OF YOU PREFERING THE LATE STYLE "B". SIMPLY CUT OUT AND GLUE ON OVER CHROME BUMPERS AFTER BODY ASSEMBLY.
CHROME WIRE WHEELS GIVE A CLASSIC LOOK TO YOUR ROADSTER. JUST CUT OUT AND GLUE ON OVER STOCK RIMS. (IF ONLY RESTORATION WAS SO SIMPLE!)



WINDSHIELD INSTALLATION

LOCATE WINDSHIELD WITH SLOTS ON BODY, GIVING IT A SLIGHT CURVATURE TO MAKE IT STAND OUT.

1991 British Sports Car Events Calendar

In the interest of British sports car owners throughout the country, we publish major British car events in our quarterly events calendar. If you would like to list an event in the *Moss Motoring*, please send a short description, including date and telephone number. We will list as many events as possible in our available space. Send your entries, attention: Moss Motoring Events Calendar, 400 Rutherford Street, Goleta, CA 93117. Our next deadline closes July 1, 1991.

Note: Events and dates are submitted by club members. Moss Motors, Ltd. can not be held responsible for accuracy. (So please confirm all events by telephone before travelling.)

1991

- June 8 **Moss Motors MG Marquee Day**, Goleta, CA - Ken Smith (805) 967-4546
- June 9 **British Car Day South**, Winston-Salem, NC - Bill Longyard (919) 768-5996 (Tel/FAX)
- June 9-9 **All British Car & Bike Charity Show**, Springfield, IL - Mark (217) 359-6792, am, Bill 529-2293, eves
- June 9-9 **39th Annual MG Car Club Rally**, Glenwood Springs, CO - Steve Stockham (303) 278-4016
- June 9-9 **2nd Annual Houston All British Motor Vehicle Expo**, Houston, TX - Traders Village & Houston MG Car Club (713) 890-5500
- June 9 **MG Day**, Museum of Transportation, Brookline, MD - Gene Gilmore (508) 668-7140, eves
- June 16 **All British Car Meet**, Chico, CA - Tony Rodriguez (916) 342-1821
- June 19-23 **Austin-Healey Club of America 16th Annual West Coast Meet**, South Shore Lake Tahoe, AZ - Art Dhallin (209) 667-1744
- June 20-23 **Triumph Register of America Nat'l Meeting**, Frederick, MD - Joel Rosen (301) 775-7937
- June 23 **Palo Alto Concours d'Elegance**, Palo Alto, CA - Ery Austin (415) 948-1027
- June 26-29 **GOF 52**, Nashua, NH - write Drawer 220, Oneonta, NY 13830
- June 30 **5th Annual British Car & Motorcycle Show**, Cincinnati, OH - Scott Brown (513) 232-8595
- July 5-7 **13th Annual VARAC Vintage Racing Festival**, Shannonville Motorsport Park, Belleville, Ontario, Canada
- July 14 **British Motorfest '91**, Schenectady, NY - Vicki Schiller (508) 356-5244
- July 18-20 **GOF Central Mk XIII**, Plymouth, MN - Lew & Darlene Palmer (612) 683-0527
- July 18-21 **AMGBA National Convention**, Oakbrook, IL - Frank Ochall (312) 678-5055
- July 20 **All British Field Meet**, Bellevue, WA - Dennis Howell (206) 325-1207
- July 19-21 **NAMGAR GT 16**, Huntsville, AL - Joyce Hart (805) 963-8373
- July 14-21 **Vintage Grand Prix**, Schlenker Park, Pittsburg, PA - (412) 471-7847
- July 20 **11th Annual British Car Day**, Pittsburg, PA - Roy Miller (412) 441-6483
- July 22-25 **G.O.F. West**, Santa Barbara, CA - Dave & Janice Bradley (714) 521-7253, eves
- July 24-28 **Austin-Healey Club of America Conclave**, Sturbridge Village, MA - James Hanlon (203) 938-8575
- July 26-28 **All Triumph Drive-In**, Warrenton, OR - Ian Boundy (503) 642-1681
- July 27-28 **British Car Show**, Hughesville, PA - Bill Bussler (717) 546-8146
- July 28-Aug 4 **New England Healey Tour** - Rudy Streng (203) 938-9467
- Aug 3 **Dayton British Car Day**, Carrillon Park, Dayton, OH - Jim Quillen (513) 252-1948
- Aug 4 **2nd Annual "Charlotts for Charity" Car Show**, Irwin, PA - Bill Seaton (412) 832-7509
- Aug 10 **Moss Motors Triumph Marquee Day**, Goleta, CA - Ken Smith (805) 967-4546
- Aug 10 **Summer Invitational Freebie Picnic**, Amsterdam, NY - Kim Graff (518) 842-8611
- Aug 11 **Mad Dogs & Englishmen Autocross IV**, Charleston, IL - Greg (217) 948-5624
- Aug 15-18 **Austin-Healey Sports & Touring Club "Encounter '91"**, Malvern, PA - John Morrison (215) 538-3813
- Aug 16-18 **Monterey Historic Races at Laguna Seca**, Monterey, CA - (408) 648-5100
- Aug 16-18 **AMGCR**, Park City, UT - Tom Boscarino (704) 274-2269
- Aug 16-18 **Annual British Motorcars Festival**, Gloucester, RI - Dan Berman (401) 295-0357
- Aug 17 **All British Autocross**, Amsterdam, NY - Kim Graff (518) 842-8611
- Aug 18 **10th Annual British Day on the Green**, Ann Arbor, MI - Larry Moss (313) 540-3733
- Aug 22-25 **YTR Nat'l Convention/Nor. Am Triumph Challenge XVI**, Cincinnati, OH - Bruce Clough (513) 294-3792
- Aug 24-25 **Heartland British Autofest**, Bettendorf, IA - Frank Ege (309) 797-2043
- Aug 23-25 **15th Annual MG Summer Party**, Grand Rapids, MI - John Twist (616) 245-2141



April 14, 1991. We started the sports car event season with a bang at the Best of Britain Show held at Moss Motors' East Coast Facility in Dover, New Jersey.

- Sept 2 **All British Car Day**, Portland, OR - Gary Jackson (503) 343-0117
- Sept 8 **13th Annual All British Meet**, El Camino Park, Palo Alto, CA - Rick Feibusch (213) 392-6605
- Sept 13-15 **British Car Day**, St. Louis, MO - (314) 428-1120
- Sept 15 **Moss Motors Triumph/Austin-Healey Marquee Day**, Dover, NJ - (201) 361-9358
- Sept 21 **Moss Motors Austin-Healey Marquee Day**, Goleta, CA - Ken Smith (805) 967-4546
- Sept 21 **J.A.G. All British Autumn Meet Rally & Show**, Gladstone, NJ - Bob Herfurth (908) 369-3300
- Sept 22 **2nd Annual British MADDness**, Bethlehem, CT - (203) 350-MADD
- Sept 22 **Idaho Triumph Owners & Drivers' Wheels of Yesteryear Car Show**, Boise, ID - Pete Rolfe (208) 344-4144
- Sept 22 **Fall Follage Tour**, Albany, NY - Kim Graff (518) 842-8611
- Sept 28 **MGs on the Rocks**, Rocks State Park, Harford County, MD - Bill Stran (301) 676-5844
- Oct 5 **10th Annual British Car Festival**, Waynesboro, VA - George Mays (703) 885-2649
- Oct 11-12 **8th Annual Memphis British Car Fest**, Memphis, TN - Jim Hofer (800) 344-9683
- Oct 13 **9th Annual All British Meet**, Woodley Park, Los Angeles, CA - Rick Feibusch (213) 392-6605
- Oct 18-20 **British Car Gathering**, Wyndham Gardens, Charlotte, NC - Alice Poole (704) 672-8550
- Oct 19 **Halloween Gimmick/Costume Rallye**, Amsterdam, NY - Kim Graff (518) 842-8611
- Nov 1-3 **Triumphfest**, Lake Havasu City, AZ - Digger Davitt (602) 966-9712

We're happy to list your British sports car event in our quarterly newsletter, providing you with several hundred thousand potential participants! Don't miss your chance...let us know about your 1992 show as early as possible. Drop a note to: Events Calendar, 400 Rutherford St. Goleta, CA 93117

Triumph TR2-3A Chrome Badge Bars



Due to your many requests, we are now offering superb reproductions of these rare factory optional chromed badge bars. If you want your Triumph to stand out in a crowd, yet remain authentic, this is truly an accessory to consider. Badge bar bolts right up behind your overriders using existing bolts. Differs slightly from photo; includes brackets for fog/driving lamps.

TR2-3 Badge Bar \$93.50
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Our Catalogs!

Moss Motors offers you a full line of complete and comprehensive catalogs. Beautifully detailed illustrations of each car make finding the parts you need easy. Helpful tech tips and hard-to-find accessories also aid you in the restoration, maintenance and enjoyment of your British classic. Call us toll-free, or clip out this coupon, check the box for your car type, and send it to Moss Motors, Ltd., P.O. Box 847, Goleta, CA 93116 for a FREE Moss catalog. (Don't forget to specify the catalog you need by checking the appropriate box.)

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MGA ☐ MGA-11 XK120-140-150 ☐ JAG-07
MGB ☐ MGB-03 Sprite-Midget ☐ SPM-02
TR2-4A ☐ TRI-03 Current Price List ☐ *
TR250-6 ☐ TRS-01
TR7 ☐ TRZ-01
Austin-Healey ☐ AHY-05
100-4, 100-6, 3000

*Keep parts costs down! Please check your catalog edition number before requesting a new catalog—you may just need a current price list.

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Note: If you order parts at least once a year, there is no need to send in either coupon (unless you want to sign up a friend!)

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Counter Locations:

If you're visiting Southern California or New Jersey this year, why don't you drop in for a visit? We're open from 8 am to 5 pm weekdays, 9 am to 4 pm on Saturday.

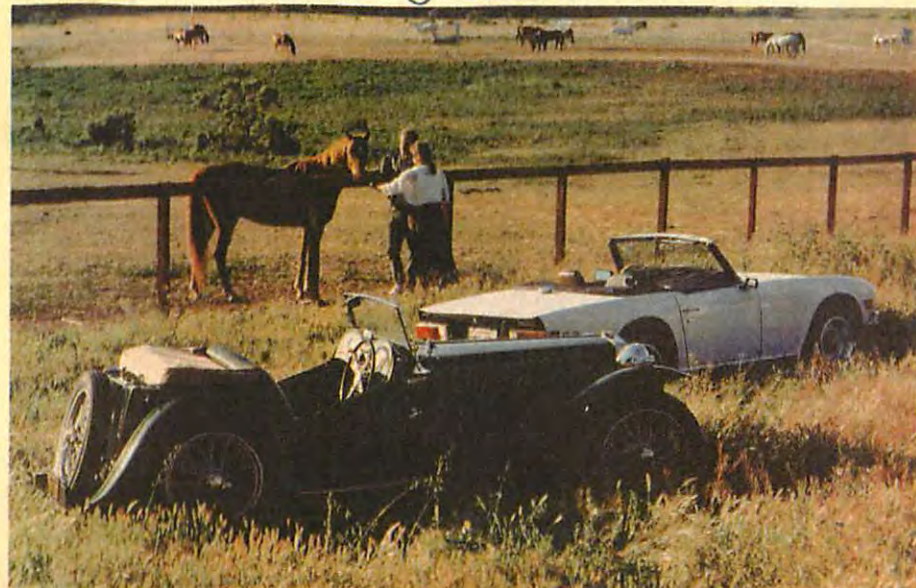
In California, we're on the coast 100 miles north of Los Angeles, near Santa Barbara—it's a beautiful vacation area between the mountains and Pacific ocean! If you'd like a tour of our Goleta facility, give us a call at least a day before and we'll make every effort to schedule one for you or your club! Free Tourist Info. Packet available.

Our centrally located New Jersey showroom is 25 miles from New York City. In a wooded lake area of outstanding natural beauty.

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P.O. Box 847, 7200 Hollister Avenue
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Hamilton Business Park, Unit 4A
Franklin Road
Dover, NJ 07801 (201) 361-9358
East Coast Warehouse & Distribution Center, Showroom
and Sales Counter

MOSS Motoring



Summer 1991 is finally here, so it's time for all of us to get out on the road and enjoy the weather. Show off your favorite British sports car! Take off the car cover, finish up that final winter project, or if it's your everyday car, give it a good wash, polish and vacuum! Receiving Supervisor Mike Egan captured this perfect summertime inspiration of Moss owner Howard Goldman's 1948 MGTC, along with Purchasing's Pete Arakellan's 1971 TR6. British car fanciers' Lisa Moreno and Terry Peddicord leapt at the chance to "borrow" these super cars and enjoy the afternoon sun. (Sadly for them, they did have to return the cars eventually!)

Celebrate the British Sports Car At Moss Motors This Season

We always think of Moss Motors' Marque Days as special celebration days for your favorite British sports car! Although each Marque Day is a little different from another, there are some basic features they all share.

Marque days begin at 9 am and go on until 4 pm. Register for the People's Choice Car Show as you enter, and you just may take home a winner's trophy. There will be free spaces for you to sell and trade used parts, and best of all—you'll receive a **special 10% discount** on all over-the-counter parts! We'll have product demonstrations, video screenings, warehouse and department tours, as well as hundreds of

bargain-priced items in our annual swap meet. As for fun, bring along a Pinewood derby British car, and challenge your fellow enthusiasts. (For further details on our new Pinewood derby track, turn to page 6.) Also, we'll be judging models, paintings and car-related crafts, so bring along your British car hobby work!

Don't worry about driving a non-British car just for the trunk space; free shipping is available on all but truck freight items. For additional information, or directions to our facility, please call one of our sales advisors toll-free at (800) 235-6954.

Marque Days...This Year, They're Even More Fun!



Things heat up inside the Moss showroom...

June 8 MG Day, Goleta
Aug 10 Triumph Day, Goleta
Sept 15 Healey/Triumph Day, Dover
Sept 21 Healey Day, Goleta