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BRAVING THE NEW WORLD ORDER

BY ROBERT GOLDMAN

Is it wrong, at 49 years of age, to start wondering if I should have at least one modern “grown up” car in my stable? It has been a point of pride that nearly every car I’ve ever owned has been a two-seater with manual transmission and no top. One exception is a used pick-up truck, which is also a two-seater, but has a permanent lid and a slush box. Its role is to pick up scattered bits of all the others, as required.

“They handed me a key fob-like lump and said to stuff it in the dash.”

Enroute to the Rallye to Reno, which by all accounts was a tremendous success, I was presented with a rare opportunity to reflect. While sitting on the side of the highway waiting for help, I started asking myself if it might be time to grow up. Aha, says the reader, his MG died on the way to Reno. No dear reader, my cheap, used pickup, which was towing the MG, chose to die instead. We’ll chalk it up to variety, as the truck has dragged the MG home more than once.

Odds are, the Flaming Cockroach (what else does one name a supercharged Midget with flames on the hood?) would have made the trip, but it has been in the habit of shaking itself to bits lately, and I didn’t fancy breaking down on the Donner Pass with winter fast approaching. Yes, I know it wasn’t technically even summer yet, but I need it to sound like winter, or the Donner Pass gag won’t work.

Not counting the truck, my main modern car is a 2007 Mini Cooper S, bought used on the way home from work one night, because the Ford SVT Focus I was driving didn’t seem to me like a grownup’s car any more. Sitting on the side of the road that day in June, watching adults drive by in a succession of leased BMWs, Mercedes, and Lexuses, slowly but surely that little voice spoke louder and louder. Isn’t it time for you to own something modern with four doors?

Finally, just last week, I went to a car dealer and drove a modern car. They handed me a key

fob-like lump and said to stuff it in the dash. I did. The radio came on, the lights came on, the driver’s seat moved around, the mirrors wagged at me, but the car didn’t start. I looked for a start button, but none of the thousands of knobs, switches, or TV screens said “Start.” The salesman had to explain how you start a modern car. In this case, it required shoving the key in an extra special amount until it just knew you really wanted to go.

Starting an SU or Weber carbureted engine required subtly different techniques, but at least you could get a Holley to go the same way as a Weber. And if you flooded a carb, you had to know to hold the throttle on the floor while cranking the engine. Computer-controlled fuel injection made all of that obsolete. Just turn the key and wait for the motor to fire. Now, however, things are heading back the other way. One company’s start button is another company’s keyless proximity sensor thing in your pocket.

“ ... the driver's seat moved around, the mirrors wagged at me, but the car didn't start.”

And so, after half a lifetime, I seem to have come full circle. I used to tell the story of a friend’s 20-something kid who couldn’t figure out how to start a car with a carburetor. Now, here I am unable to start a new car with a keyless lump thing you stuff in the dash. Is it still called a key if it uses a proximity fuse instead of a metal spike with teeth? **BM**

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Kas Kastner won many races with his fast Triumphs, and his legend continues today. Turn to page 18 for a complete profile.

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courtesy MG Motor UK Ltd.

New Cars From MG

The MG octagon may have left our shores more than 30 years ago, but the brand still lives on. In fact, MG Motor UK Ltd. recently released the first new MG model in some 16 years, the MG6.

A hatchback variant came first, with the sedan appearing this summer. The sedan's name, by the way, recalls some MG history: It's known as the MG6 Magnette.

MG Rover ceased to exist in 2005, and the iconic brand is now owned by the Shanghai Automotive Industry Corporation. They still operate the Longbridge plant.

Online Interaction

Next time you're online, why not interact with the world of Moss Motors? In addition to the Moss Facebook community, there's lots of fun, informative content at www.mossmotors.com. Check out MossTV, the message board and many tech articles.

Get on Track

Does your British classic need a workout? Ever think about running it in a track event? These untimed events provide hours of seat time each weekend in a safe, controlled environment at race tracks across the country. They're open to first-timers, as well as seasoned vets. Learn more at www.nasaproracing.com/hpde/

MG vs. Triumph

The 2012 Speedfest at the Classic Motorsports Mitty will feature an MG vs. Triumph battle, with competition taking place both on track and in the club corrals. Former Triumph competition manager Kas Kastner will serve as the event's grand marshal, and this historic race weekend will take place at Road Atlanta April 27-29, 2012. Details: www.themitty.com.



David S. Wallens photo

Calling All Shops

Are you involved in the trade side of the British car hobby? Then maybe it pays to check out the British Motor Trade Association.

Denver's Sports Car Craftsmen is hosting the group's next annual gathering February 10-12, 2012. Details: www.britcar.org.

Looking to experience a Moss Motors supercharged MGB in the flesh? Sports Car Craftsmen has a demo car in their fleet. Go for a spin the next time you're in Denver: www.sportscarcraftsmen.com.



Write To Us

We're not too proud to beg. We love hearing your stories surrounding these unique cars. Please send them our way! We will only share the very best on these pages. If it's got heart, maybe a little humor (or a lot), or even a preposterous nature, jot down half a page worth and send some photos (digital files if you have them). We may just make it worth your while. —Ed.

British Motoring

editor@mossmotors.com

Attn: Motor Mail

440 Rutherford Street

Goleta, CA 93117

About a year ago I took a picture of my grandson, Hunter, standing in front of my son's restored 1977 MGB, as if he was a salesman. Well, this year Hunter, at three, has moved up a peg and is now representing a 1961 BT-7 Austin-Healey. If I ask him if he wants to go for a ride in the "little car," he races to it and waits very impatiently.

My son Barry owned the MGB in the mid-'80s. He sold it to a woman named Marge in a neighboring town. In 2003 I saw it under a snowdrift with a For Sale sign in the window. I bought it and gave it back to Barry as a project for the two of us. We restored it in the shop at my office and it has been on the road now for the past several years. It runs great with the few normal MGB quirks. Moss Motors has been the main supplier of the parts for both the MGB and the Austin-Healey, along with a few other British cars we have dealt with over the years.

We kept Marge up to date on the progress since she had owned it for most of its existence. At one point I made a comment to her about some of the work someone had done on it. She rolled her eyes and said a boyfriend had done the work, and that he wasn't any good at that, either.

When I found the BT-7 it hadn't run in eight years but had been stored in a garage, and only moved once or twice. As to be expected, all the fuel and brake lines were dust, and the brake cylinders were solid blocks. But the engine spun, and oil pressure and compression were good. And it only had 42,000 miles on the odometer.

We took it apart, and after a lot of metal (actually rust) cutting and welding—with most of the replacement sheet metal from Moss—it went back together last year. It's 99 percent done with a few minor interior trim pieces that need sprucing up when time allows. It runs great and draws a crowd wherever it goes.

There is a drive-in burger place dating from the 1950s nearby that has a small outside music venue. As we were leaving one night, the girl performing stopped in the middle of her song and announced over the speakers that she "loved our ride," and then went right on singing.

We are up in the Northeast corner of Connecticut, and I can't remember seeing more than two or three big Austin-Healeys over many, many years. And I've definitely never met as charming a sales guy as my grandson.

—Bob Brandriff



Are you passing on a British legacy in your family? Or do you have a story about how a love of British sports cars was passed down to you? Submit your story and pictures to: editor@mossmotors.com.



Austin-Healey Oil Cooler Kit

Operating at the right temperature prolongs the life of your engine. In addition to lubricating, engine oil acts as a coolant by transferring heat away from critical, high-wear engine components. An engine oil cooler will lower your oil temperature and slow the viscosity breakdown of the oil, while maintaining oil pressure. If you live in a hot climate or like to drive your Healey hard, our Oil Cooler Kit is a smart and relatively simple add-on to your engine. Complete kits include hoses, adapter and 13-row oil cooler radiator. 635-810 is designed for cars already using a Moss Spin-On Oil Filter Adapter. 635-870 includes the Moss Spin-On Oil Filter Adapter.

635-810 6 Cylinder w/Moss Spin On Filter \$269.95

635-870 6 Cylinder w/o Moss Spin On Filter 299.95



Technical Manual on DVD

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- 211-671 Sprite/Midget 1965-'74**
- 211-676 Midget 1975-'80**
- 211-641 MG TA, TB, TC, TD, TF, 1936-'55**
- 211-646 MGA 1955-'62 Twin Cam**
- 211-699 Spitfire 1962-'80**
- 211-621 Austin-Healey 100, 100-6 1953-'59**
- 211-626 Austin-Healey 3000, 1959-'68**
- 211-681 TR2-3A 1953-'62**
- 211-686 TR4-250 1961-'68**
- 211-691 TR6 1969-'76**
- 211-651 MGB and GT 1962-'69**
- 211-656 MGB and GT 1970-'74**
- 211-661 MGB and GT 1975-'80**
- 211-666 MGC and GT 1967-'69, MGB GT V8**
- 117-810 Classic Mini 1959-'69**
- 117-811 Classic Mini 1969-'85**
- 117-812 Classic Mini 1985-'00**
- 117-813 Mini Moke and Derivatives**





Headlight Relay Kit

Any British classic can benefit from adding headlamp relays. Your headlights will be significantly brighter, and the useful life of the lighting switch will be extended considerably with this easy-to-install kit. Relays are especially beneficial (and strongly recommended) if you have fitted halogen headlamps.

117-515 Headlight Relay Kit \$39.95

Leather Bonnet Straps

Bonnet Straps began life as a safety measure for racers who worried, from experience no doubt, that at speed the bonnet catch might not hold. Daily drivers loved the look of the bonnet straps and added them to their sports cars. Our accurate reproductions of the "Works Type" strap are made with your choice of high-grade black or tan leather. Sold individually or in pairs (some vehicles, such as the Classic Mini, typically sported a single strap), our leather straps are a cinch to install.



222-728 Tan Leather - Set of 2 \$49.95
222-729 Tan Leather - Each 29.95
222-602 Black Leather - Set of 2 49.95
222-601 Black Leather - Each 29.95

Tire Air Pressure Check

Today's hyper-electronic modern vehicles are doing some smart things—just don't try and fiddle with them! Yes, it's very helpful for the car to tell you when your tire pressure is low, but who needs computer programming when you can simply glance at your valve stems. Tire Check™ valve stem caps allow you to set your desired air pressure, from 20-42 psi, and will alert you with a red indicator when it falls by 2-3 psi or more. Keeping pressures where they ought to be will enhance fuel mileage, handling and tire life.



119-220 Tire Air Pressure Check \$24.95

Shift Knobs

You're not going to throw any random knob on your shifter. Yours will be a natural fit for you and your British sports car. Our gearshift knob is just the right size and feel. It's trimmed in elegant walnut wood or black leather, and topped with a medallion displaying the vehicle badge of your choice.



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4 FUN, FAST PROJECTS

BY DAVID S. WALLENS

Free weekend coming up? Why not spend it with that special someone: your favorite British car. Make a date to fix some niggling problems, perform an upgrade, or make things shine to the max.

Wondering where to start? Here are four projects that always seem to be on the to-do list.

1

Give the Paint Some Shine

Budget: Less than \$100

Time: Budget a few hours



David S. Wallens photo

Car looking a bit dull? Why not treat it to a fresh coat of wax? It's a great way to bond with your car, and you can make a lot of progress in just a few hours.

Step 1: After washing the car, use a clay bar to remove any large contaminants from the paint. Some quick detail spray will help the clay bar slide over the car's surface.

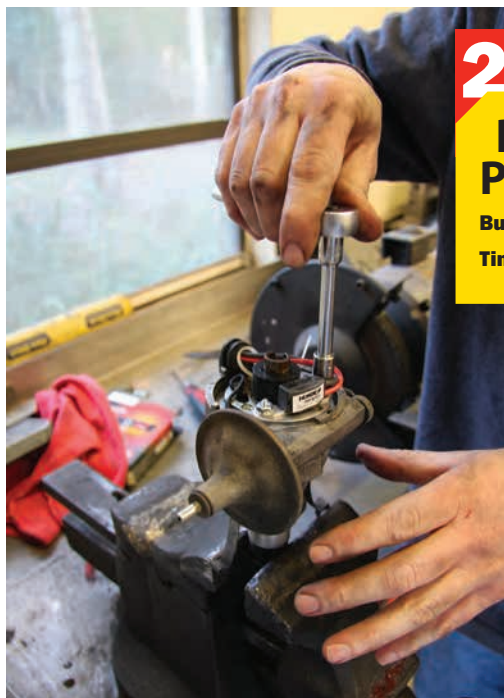
Step 2: Grab your random orbital buffer and apply your favorite compound, polish or paint cleaner to a foam compound pad. Use a slow buffer speed to work the compound into the paint, and follow the car's lines while doing so. Just do a section at a time, say 2x2 feet. When finished with a sec-

tion, remove the compound with a microfiber towel.

Step 3: If you want the deepest shine possible, follow the compound with a swirl remover—it's basically a really fine paint polish.

Step 4: Now it's finally time to wax. Use a clean foam pad mounted on a random orbital buffer to apply the wax, and if you have the patience, let the wax set up overnight. Remove it by hand with a microfiber towel and buff to a shine.

Step 5: If you're after a top-shelf finish, first remove anything that can get in the way, like the grilles, bumpers and luggage racks.



2

Replace Outdated Ignition Points With a Pertronix Ignitor

Budget: Figure less than \$150

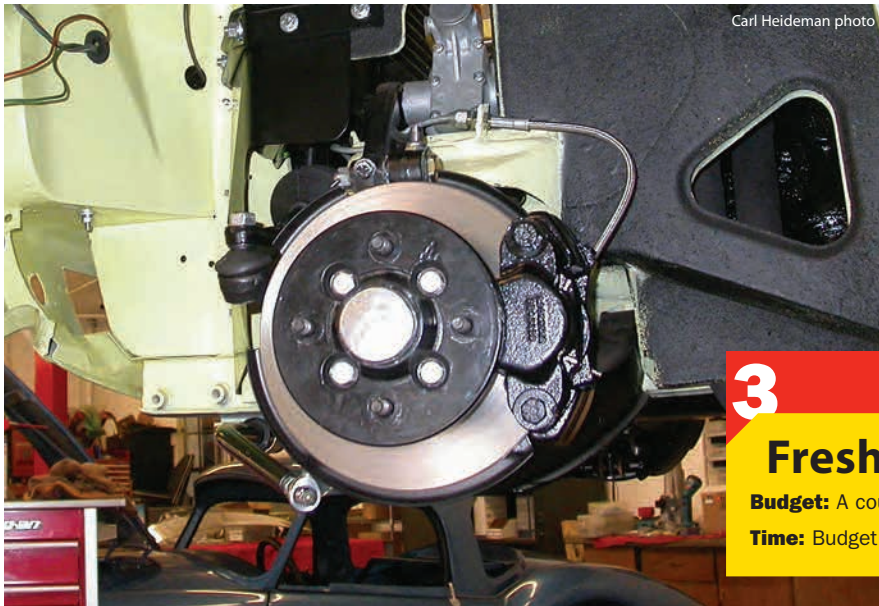
Time: Less than an hour

We have come a long way since ignition points were standard operating procedure. Thanks to the Pertronix Ignitor, the same technology used by today's auto manufacturers can be applied to our older classics. Out go the points, in goes the Pertronix Ignitor.

Step 1: With the distributor either on or off the engine, simply remove the original points. If you're worried about a future failure, carry the old points somewhere in the car.

Step 2: Moss offers several applications of the Pertronix Ignitor, designed to offer a bolt-in installation. Two simple wire connections are all that's required. Reattach the distributor cap and wires as usual.

Step 3: Once everything is buttoned up, simply go for a drive—this time without worrying about points. Now might also be a good time to perform a comprehensive tune-up, too.



3

Freshen Your Brakes

Budget: A couple hundred dollars

Time: Budget a few hours

We love discussing ways to make our cars accelerate faster, but what about giving the brakes some similar attention? Brake talk might not set a social gathering on fire, but properly operating brakes are vital to our motoring safety.

Step 1: Let's start with the master cylinder, the heart of the system. How old is yours? More than a few decades? Did you know that a new one can be bought from Moss Motors for less than \$200 and completely remove a potential hazard from the system?

Step 2: While the system is apart, why not replace the original, rubber brake lines with some braided stainless steel lines? They'll firm up the pedal and last for a long time. Most applications cost right around a hundred dollars.

Step 3: Did you know that Moss also offers brand-new front brake calipers for many of our favorites? The prices are very reasonable, too, starting at about \$100 per unit.

Step 4: While you're freshening the brakes, this is a good time to replace the pads and rotors. Classic Gold ceramic pads offer quiet operation and low fade. They don't dust much, either.

Step 5: And while you're doing the front brakes, do the rears, too. There are wheel cylinders and shoes to replace. Inspect the rear seals for damage and leaking fluid while you're in there.

Step 6: Finally, time to refill and bleed the hydraulics with a premium brake fluid. Moss offers Castrol LMA, a premium DOT 4-approved fluid.

4

See Where You're Going

Budget: Figure a couple hundred dollars

Time: Again, budget a few hours



Now that your car is beautiful and stops quickly, you'll want to make sure to preserve those looks and performance by not running into anything. A proper set of modern headlamps will light the way to a better tomorrow.

Step 1: First, let's toss those old, outdated sealed beam headlights for a set of 7-inch round lights that use a replaceable H4-spec halogen bulb. The new lights offer better optics plus the ability to run hotter bulbs. Budget about \$100 for a pair of British-built Wipac headlights.

Step 2: Need more light? Add a set of quality driving lamps. Start this upgrade by bolting the lamps to your front bumper.

Step 3: You'll need to add a switch, too, unless you have an OE switch that you can use.

Step 4: A relay is used to direct the electricity from the battery to the lamps. A Headlight Relay Kit is available from Moss. It's shown on page 9.

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1965-'74 MGB: THE CLASSIC YEARS



BY KATHLEEN M. MANGAN

Classic sports car design, endless driving enjoyment and enduring value...the iconic MGB has all of that. You can't ask for anything more out of a sports car. And yet the MGB does deliver more: it's affordable, uncomplicated to restore and easy to repair. Throw in the avid network of clubs and crowded calendar of events, and is it any wonder that the MGB is still one of the most popular sports cars of all time?

The glory years of this best-selling classic were between 1965, when the five-main-bearing engine and push-button door handles appeared, and mid-1974, when the car was radically modified aesthetically and mechanically with integrated black bumpers, elevated ride height and reduced carburetion.

Those nine years, representing half of the 18-year production run, saw record sales that helped make the MGB the world's best-selling sports car. It held that title for about 20 years after production stopped and Mazda Miata sales finally overtook the MGB.

The volume of cars produced means that there are still plenty on the road and available for sale at reasonable prices. And, Moss Motors supplies every body piece, mechanical part, and upgrade component it can think up to enable owners to build the MGB of their dreams.

Introduced in 1962, the MGB saw few changes until the

1965 model year when a five-main-bearing engine with 98 bhp replaced the earlier motor, and push-button door handles replaced the pull-handles. These noticeable changes heralded the MGB's time to shine in the automotive sun.

There were many small model changes over the next nine years, but most were an attempt to meet changing government regulations. As emission requirements got tougher, the horsepower dropped from 98 bhp in 1965 to 62 bhp in late 1974 on the rubber-bumper model.

Which One?

If you're looking to purchase a "Golden Years" MGB, you have plenty to consider. The most sought after car is the 1967, the last of the pure MGBs according to Kelvin Dodd, Moss Motors technical expert. It's the last year of the steel dash; still has shiny bumpers, nice grill and leather seats; and government regulations haven't cut into performance, he explains.

The 1972, '73 and early '74 cars are also popular since they are the last of the chrome bumper cars, Dodd says. They have extra comforts like better seats with headrests, face level vents and a glove box, plus extra safety equipment.

Dodd knows what he's talking about – he's got six MGBs



The bumpers and grille tell a lot about the model year. The 1962-'69 MGBs had chrome bumpers with two vertical chrome overriders; 1970 through '73 cars had chrome bumpers with small black rubber buffers on the overriders; and cars for the first half of 1974 had large rubber assemblies on a strengthened chrome bumper. For grilles, the 1962-'69 cars had a chrome-plated brass surround with vertical shiny chrome vanes; 1970 through '72 cars had an aluminum surround with recessed aluminum vertical vanes painted black; and 1973 through mid-'74 cars had a polished aluminum grille surround with black plastic honeycomb insert.

in his classic fleet, an obvious enthusiast. Included are a '65 pull-handle car set up for racing; '67 GT; '70 roadster that is his daily driver; '73 roadster that he's planning to restore to stock condition; '78 chassis that will get a Rover V8 engine; and an '79 Limited Edition. He also has a '69 MGC GT.

Condition and performance determine the car's value, not originality, so go for a nice car without rust, advises Dodd. Then you can take it from there to upgrade it as much as you like with power, comfort, safety, reliability and aesthetic extras. Parts are mostly all interchangeable.



David S. Wallens photos

Popular Replacement Parts

235-940	Spin-on Oil Filter Adaptor, 1962-'67	\$29.95
434-030	Water Pump, 1965-'71	\$39.95
459-660	Radiator, 1968-'75	\$259.95
950-700	Air Filter Element, 1962-'74	\$7.95
360-660	Gas Tank Sending Unit, 1965-'76	\$24.95
190-808	Clutch Kit (all)	\$149.95
453-618	Rack & Pinion Assembly 1962-'74	\$214.95
180-525 180-515	Brake Caliper (new)	\$99.95
143-115	Distributor, 1962-'71	\$118.95
244-315	Black Carpet Kit, 1968-on Roadster	\$229.25

Add an easy 10 hp with a Flamethrower distributor, larger air filters and a tune-up. Narrow down a MGB's model year by the dashboard (if original) since there were three: crinkle finish, padded without glove box, and the one with glove box and air vents.

Insider's Info:

The MGB's windshield appears to be split in two, but in fact there is a rod supporting the rearview mirror.

A Laycock de Normanville electric overdrive was an option on MGBs.

The padded dashboard that replaced the crinkle dash in 1968 is referred to as the Abingdon Pillow.

An automatic transmission from Borg Warner became an option for the 1968 model year, but it wasn't popular. About 5,000 automatic transmissions were installed before it was discontinued in September 1973.

Rostyle wheels made of pressed steel became standard equipment in 1970.

The area between the door and rear wheel, called the dogleg, is very prone to rust.

Only the 1970 model had a split rear bumper with the license plate mounting in the center.

Taillights and signal lights originally shared a single red lens. In 1968 the lenses were changed to a yellow cover over the signal light.

There are three national clubs for MGB owners: The North American MGB Register (www.mgcars.org.uk/namgbr); American MGB Association (www.mgclub.org); and the MG Drivers Club of North America (www.mgdriversclub.com).

Andy Reid, Classic Motorsports' auction editor, has some pricing insight: "A project car in restorable and possibly drivable shape will run about \$1500 and a concours-level 1967 car can run as high as \$20,000. Amazingly, a nice driver in this range, think #3 condition, can cost as little as \$4500 to \$6000, making the concours level '67 a huge jump. The '67 is also the car that will continue to hold and possibly increase in value over the rest of the cars in this range."

The MGC was designed to replace the Austin-Healey 3000, and was built between July 1967 and September 1969. It was Prince Charles' first car. The hump on the hood of the car is the tell-tale model sign. Underneath is an inline six-cylinder, three-liter engine, which made it nose-heavy. It went away after 8999 were built.



The MGB GT launched in October 1965 with a breakthrough design by Pininfarina—a hatchback coupe with folding rear seat. Even though American sales were discontinued in mid-1974, it represents one-third of all MGBs produced.

The orange 1974 MGB in these shots is owned by the editor's father, Jerry Mangan of Hagerstown, MD, and launched her love affair with British cars.



Grin-Worthy Upgrades

MGBs have a low center of gravity, tight handling and an active driving experience, so even stock they're fun to drive. But Dodd says there are many ways to enhance the fun factor. Simple mechanical and electrical systems mean that most jobs can be done by home mechanics.

The most popular upgrade is replacing the points with an electronic ignition, says Dodd. Moss carries Pertronix, Crane and the Flamethrower distributor. Combine that with larger air filters and a tune-up, and you can add an easy five to 10 horsepower.

To boost further, go for a ported aluminum alloy cylinder head. They're lighter, cool better and are more efficient too. Original cylinder heads have a tendency to crack due to design flaws. Regularly check the compression and adjust the valves, says Dodd.

The Moss supercharger adds up to 40 percent more power and makes the car perform as good as it looks. In fact, Dodd says the supercharger is the ultimate upgrade. "I've played with MGBs for many years and there has never been anything that makes such a difference to the way the car drives."

Installing an overdrive transmission can be time consuming and difficult to find the parts, but Moss offers an alternative five-speed conversion kit that provides the benefits without the complexity. Dodd recommends sticking with the original SU carburetors. Add a Tourist Trophy polished stainless steel exhaust for looks and sound: "The two-inch large bore system lets supercharged or modified engines breathe."

MGB Production Changes

1965: Five-main-bearing engine; push-button door handles; crankcase-carburetor breather system. Radial tires available as an option. MGB GT introduced with rear hatch.

1967: Reverse lights; stronger version of the three-synchro gearbox.

1968: All-synchromesh transmission; stronger rear axle; pre-engaged starter; first emissions control devices; alternator to replace the generator; negative-ground electrical system; energy-absorbing steering column; tandem master cylinder; reflector side markers; yellow signal light covers; factory-installed side mirrors; dual brake system. Optional automatic transmission. North American cars: padded dash without glove box; rocker switches; center console with space for a radio.

1969: Flush interior plastic door pulls; locking steering column; three windshield wipers instead of two. Headrests added for North America.

1970: Illuminated side markers; single lens red/amber taillights; recessed

black grille with vertical vanes; steel bonnet; Rostyle wheels standard; drilled three-spoke steering wheel; evaporative loss control system; small black rubber buffers on the bumper overrides; split rear bumper. Stronger seats covered in "Ambla" vinyl.

1971: The one-piece rear bumper returns.

1972: New dashboard design on North American cars with glove box and vertical fresh air vents. Center console; new gearshift knob; black wipers. SU HIF carbs to replace HS carbs. More body colors available.

1973: Illuminated dash switches; arm rests; better wiring harness; grille with aluminum surround and black plastic honeycomb insert.

1974: Sabrina black override rubber assemblies on strengthened chrome bumpers. September: Rubber bumpers; elevated ride height. December: Single Zenith-Stromberg carburetor on U.S. cars. New cylinder head for lead-free gasoline. Single 12-volt battery replacing dual six-volt batteries.

Efficient Running, Better Handling

The 1965-'67 cars had a heavy, awkward starter motor that is expensive to rebuild. A modern gear reduction unit offers a lot of benefits, says Dodd. From 1968 onwards the original starters were pretty dependable, he adds.

Dodd suggests changing the twin six-volt batteries to a single gel cell. For cars not driven year round, he recommends the Westco gel cell since it's sealed, small and lightweight. Put it in a corrosion-proof battery box and install a remote-mount battery shut-off switch, he adds.

Handling is enhanced with stiffer springs, polyurethane bushings, and an adjustable sway bar that gives the equivalent of a 3/4" solid bar for street driving while still retaining comfort, or a 7/8" solid bar for fast driving or autocrossing, Dodd explains. He adds that the original front shock setup works well.

For better braking, go with drilled and slotted rotors, improved friction materials and stainless steel flexible line kits, Dodd says.

It Comes Down to Details

For looks, Dodd recommends the leather seat kits and cloth top. The clip-on cloth cockpit cover is handy to keep out the dust and leaves when the top is down, or you can go for an installed tonneau cover. The trunk originally had no trim or carpet to separate luggage from the rear wheel, so trunk carpet kits are popular.

New wheels are one of the biggest sellers at Moss. Wire wheels come in original painted or chrome finish, and there are conversion kits for cars that didn't have them originally. The Minilite replica wheels fit perfectly and come in various price ranges.

For those who focus on the details, grilles and taillight assemblies can be interchanged; there are a variety of steering wheels; and you can spiff up a padded dash with a wood-grain insert, or replace it with the early crinkle-finish dash or later dash with glovebox. A center console and armrests are also available. For luxury, go for power windows and air conditioning. **BM**

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KAS KASTNER

The Legend and the Legacy

BY KATHLEEN M. MANGAN

Attend any Vintage Auto Racing Association (VARA) event, and you'll see many Triumphs signed by R.W. "Kas" Kastner, an icon who is revered by British car racers, owners and enthusiasts. At 83, he's still attending races and offering advice to guys who are having the same problems he did half a century ago on the same cars. The racers are eager to acquire his knowledge and perhaps a little racing luck from his signature/endorsement.

Kastner is humble about his legendary status, yet with his record in racing Triumphs, building and tuning race cars, leading Triumph's competition effort, developing performance parts, and writing Triumph tech manuals and history books, the legacy sticks. He is THE MAN. (Post-Triumph, his successes continued with his race team and Nissan's team.)

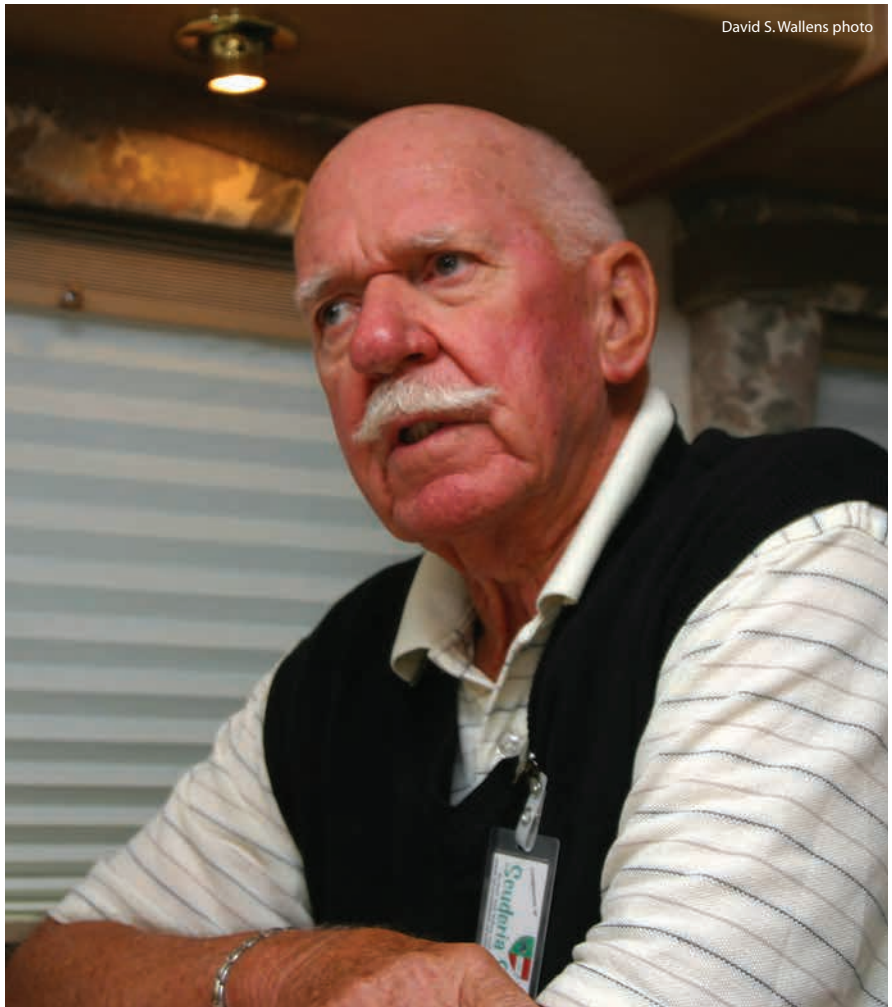
"It never occurred to me that I'd develop a career in the automotive industry," says Kastner reflecting back on his first industry job selling parts. "But it happened quickly." He began racing in 1952 with a new MG TD, winning his first race on the streets of Aspen, Colorado and taking second overall. "It really got me. Racing grabs you hard, and it becomes all you look forward to," says Kastner.

While modifying a head, a piston wound up with a hole in it, and he had to learn about engine building. He did this with the tool kit that came with the car. "Pretty soon I had the fastest car around and apparently some driving ability," says Kastner. "I went for two years without losing a race, and was quite daring and willing to do what it took to win."

Racers started asking Kastner to tune their cars, so he opened a shop in 1953 in Salt Lake City. But the cars he fixed stayed fixed so he ran out of customers. With a wife and two kids, when he got an opportunity to move to LA to work at a British car dealership as a mechanic, he put his MG Special on a tow hitch behind his 1950 Studebaker Champion and headed west. Soon he was the dealership's service manager.

Racing Wins for Kas

In 1958, Kastner accepted a position with a BMC distributorship, but before he started, got a better offer as service manager for CAL Sales, the Triumph importer for 11 Western states. He immediately got a TR3, and started racking up racing wins and respect. In 1959, he won the Class E Production Championship against racing greats like Ronnie Bucknum and Lou Spencer. Then Triumph bought CAL Sales and made a rule that no executives could race, so Kastner had to decide between a career in



David S. Wallens photo



courtesy Kas Kastner

LEFT: Kas' TR6 is in his standard colors, blue and white.

BELOW: This 1972 pre-grid shot at Riverside Raceway features Kas' team entries: the GT-6 was driven by Don Devendorf and the TR6 driver was Carl Swanson.



racing or the auto business. He quit racing.

Kastner started making performance parts like camshafts in his garage at night and sold them directly to Triumph. Before long, he opened the company's competition parts department.

He switched his nighttime work to building three TR4 race cars for the 1963 Sebring 12 Hour race, and the team took first, second and fourth in the class. "When I went to the president of Triumph and asked to be compensated for the time I spent building the three cars, he suggested I seek greener pastures. I was livid," explains Kastner.

So Kastner called his old friend, Carroll Shelby, who offered him a huge pay increase to run his operation. But before he could start, Triumph got back in touch and said they'd meet Shelby's offer if he'd stay and set up a competition department, a first for any foreign manufacturer in the U.S.

"My goal was to come up with parts and modifications that would allow everyone to race. From tires to brakes to cranks, we had it all sorted out," Kastner explains. He got so much mail with inquiries on performance upgrades that he wrote Competition Preparation Manuals on the '60s models that are still a mainstay for racers. And he devised an innovative drivers' assistance program.

Triumph's Competition Success

The competition effort was a success: "In Class E Production in the '60s, if you didn't have a Triumph, you had no chance," says Kastner. He was the guest of the factory team at Le Mans in 1964. "I was very hands on; I still modified every cylinder head on every car we ran. It was dirty grinding work, but there was no question it would be right," he explains. "The endurance racing was extremely difficult and we had little to work with, but it was rewarding and had wonderful endings."

Kastner got excellent magazine write-ups on the cars and the teams, and that added further credibility to the marque. He handled research and development for Triumph parts. He started attending high-level meetings in England, and had company chief Lord Stokes' private number.

Kastner left Triumph at the end of 1970 after British

Leyland offered him the competition director position for all the marques. "They were surprised I resigned. But I'd been in Coventry and I knew what was going on. I could see it winding down. The old stuff was really old, the cohesive engineering team was split up and the future was going to be grim," he explains.

Kastner-Brophy Racing was soon formed with John Brophy to race Triumphs in SCCA, as well as the three Indy Car 500-mile races, Can-Am Series and Formula 5000 Series. The mid-'70s oil crisis ended that endeavor. Kastner went on to develop aftermarket turbocharger systems before they became regular options from the manufacturers.

GTP Championship Success

He joined Nissan Motor Corporation in 1986 to lead their motor sports effort, and took them to the IMSA GTP Championship in just three years. They won the Manufacturers Championship three years in a row. "I was always a good competitor, and I was good at politics. I got the money required and got it done," he says.

"I loved GTP racing. I loved the whole atmosphere, from selecting the team and budgeting to running with the best in the world," says Kastner. "I never turned a wrench, but the technical and mental aspects were enjoyable. There was a lot of team manager trickery you could do then."

Kastner retired from the auto industry and racing in 1995, his wife passed away and he remarried. His second wife Peggy talked him into going to a vintage race in 1999. "I said no one would remember me or care, but when I walked in, there was a line of Triumphs and three of them were in my colors. One racer with a new paint job asked me to sign his car, and it was such a revelation. I couldn't believe all those people were interested in something I did over 40 years ago. I didn't realize I had any notoriety," he explains.

He decided to write a book about his experiences, which came out in 2002. He has now written four books—three of which are available from Moss Motors—and enjoys talking to racers. He was recently invited to speak at a British car event at Nurburgring in Germany. "I still have enthusiasm," Kastner adds. **BM**

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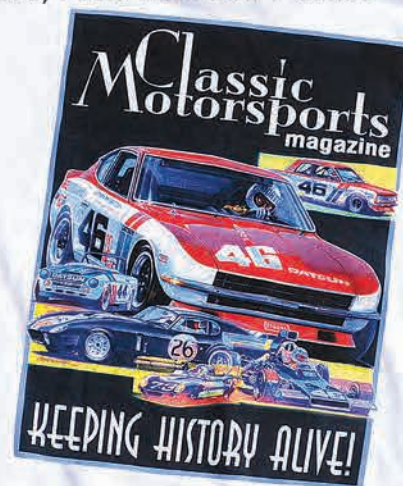
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REFLECTIONS ON CHROME PLATING

Brighten Your Day With Proper Plating Techniques

BY: LAWRIE ALEXANDER,
MOSS TECHNICAL SERVICES

When undertaking a cosmetic restoration, you're always faced with the realization that a new paint job will not look as nice as it should unless the chrome parts look like new. It's like pouring a lovely bottle of wine into plastic kiddie cups: The occasion becomes decidedly less special. Hold those old chrome trim pieces, door handles and bumpers up against fresh paint, and you really see just how faded they are!

It's decision time: Replace those parts or have them re-chromed? An understanding of how chrome plating is done will help make that decision.

Because of the amount of work needed to refurbish old parts properly, re-chroming is often much more expensive than buying a new part. New parts are made with new metal, which requires less preparation, and batch-processing is always less expensive than dealing with individual pieces. Of course, new parts are not always available, so

re-chroming is at times necessary.

Compared side-by-side, a new part will likely not have the same individual care and attention given to it as a re-chromed old part. Having an old part re-chromed by a top-quality chrome shop will sometimes result in a more beautiful finish than you'll see with a new part. It may also be much more expensive. But does purchasing a new part provide the same satisfaction as bringing an original part back to life?

Lasting Shine Through Metallurgy

Metal parts are usually either painted or plated to prevent corrosion. Steel parts are mostly iron, and if left bare, will rust with air and moisture. It's a chemical reaction that in British car circles is followed quickly by a series of emotional reactions: disgust, horror, anger, depression...

Fortunately, metal can be electrochemically plated with



Re-plating can bring back this Bugeye's smile.



Better preparation could have prevented the blemish berries.



other metals such as chrome and made less susceptible to corrosion. Few finishes are as attractive as bright, mirror-smooth chrome. Attaining this look, however, can take a good amount of work.

When you hear that something is chrome, in truth there is only a thin layer of chrome—millionths of an inch thick—plating an object typically made of steel. Chrome parts are never painted (who hasn't at one time bought a can of chrome spray paint with high hopes?), rather, they enjoy baths in three salty brines.

The plating process involves submerging the part in three separate solutions of copper, nickel and finally chromium. In each bath an electric current is used to force the metal ions onto the part. For a more detailed explanation of the science involved—but still in layman's terms—visit howstuffworks.com and look up “electroplating.”

What about the manufacturers touting “triple-chrome-plating?” This, in fact, is a misnomer for the copper, nickel and chrome plating process. Chrome gets all the marketing limelight, but in actuality, nickel provides the bright color, and ideally two layers are applied below the hard, protective chrome surface. This three-stage process, done properly, results in a finish that is bright and shiny, and very durable. If done without due care and attention, there will be blemishes, shadows and bubbles.

Just as the science isn't simple, neither is the hands-on labor for getting the chrome finish to look perfect. Electroplated metal is uniform in thickness, and therefore any surface irregularities in the part are clearly seen in the final product.

Chrome, and to a lesser extent nickel, are hard metals and scratches cannot be buffed out once they are plated. Copper is a softer metal so buffing is possible after plating and before application of the nickel and chrome. Deeper scratches must be polished out or filled in prior to nickel plating. Preparation of the part for plating is sometimes 90 percent of the work.

If you decide to have your parts replated, be sure to use a shop that has a reputation for top-quality work. Ask to see some of their finished products before consigning your valuable pieces to them.

The work is labor intensive. Preparation of the old part will involve stripping the old chrome and nickel, then applying maybe two or more coats of copper, which must be properly buffed to remove all imperfections. Then the nickel coats must be carefully done to ensure proper coverage without shadows or bubbles. And finally the thin chrome coating makes for a beautiful finished product.

Keep It Looking New

Once you have your new or newly plated parts, how do you preserve the finish? The goal for preservation of the plating is to minimize any flaws in the plating and to keep anything that could cause oxidation out of the flaws. Something that prevents water from touching the chrome is the cure.

Does that seem over-the-top obsessive to anyone? It wouldn't if you've spent entire weekends prepping parts for chrome.

All chromed surfaces should be cleaned with acetone and mineral spirits, completely dried, and then polished with a product like Simichrome, which leaves a protective film for lasting brightness.

For added protection, wipe on a coat of microcrystalline wax such as Renaissance Wax. If practical, parts to be polished should be removed and disassembled to prevent polish residues from collecting in recesses. Never use a buffing wheel or any powdered abrasive to polish brightwork. The plated surface is not as rugged as it would appear so clean it by hand with mild soap and water using a chamois or pure cotton cloth.

All this time and effort produces lasting results and nearly chemically bonds a car to its owner. You won't be able to help noticing the sunlight leaping from the chrome, and glinting off of buildings and cars. But with this information comes a word of warning: Look too closely into that mirror finish and you may just see a reflection of your upholstery, and compared to your brightwork, it now looks a bit rough around the edges. **BM**

Beautiful chrome looks so good next to gleaming paint.



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MG2011 AND RALLYE TO RENO



Sunburned Arms, Camaraderie and Adventure

BY DAVID STUURSMAN
PHOTOS BY KY SCHULTZ

ABOVE: The author (right of the Tiger) was no Funkhona prodigy. BELOW: The plan: Frame the rallye plate and hang it on the wall, splattered bugs and all.

An advantage of driving clear across the country in June with the top down—assuming you’ve managed to avoid debilitating heat exhaustion from humid, 95-plus degree afternoons—is the symmetry you get with having not one but two dry, cracked, sun-fried arms. For my comparatively brief, 11-hour ride from Moss headquarters to Reno, Nevada, in a 1958 MG Midget, I was awarded one bright red right arm. And I wore it with pride in a city bubbling over with MGs.

The MG faithful had waited five long years since the previous national meet in Gatlinburg, Tenn. For some, that time may have been spent recovering. You see, depending on the location from your home, a national event can be well over 2,000 miles away.





And that's not counting the return trip.

Instead of making excuses for the distance involved for the east-coasters, a "Rallye to Reno" was proposed and quickly organized. Now, before visions of smoky roadside meltdowns enter your mind, talk with the women and men who made the entire trek across Route 50 from Atlantic to Pacific and back again. Their road trip stories are worthy of envy.

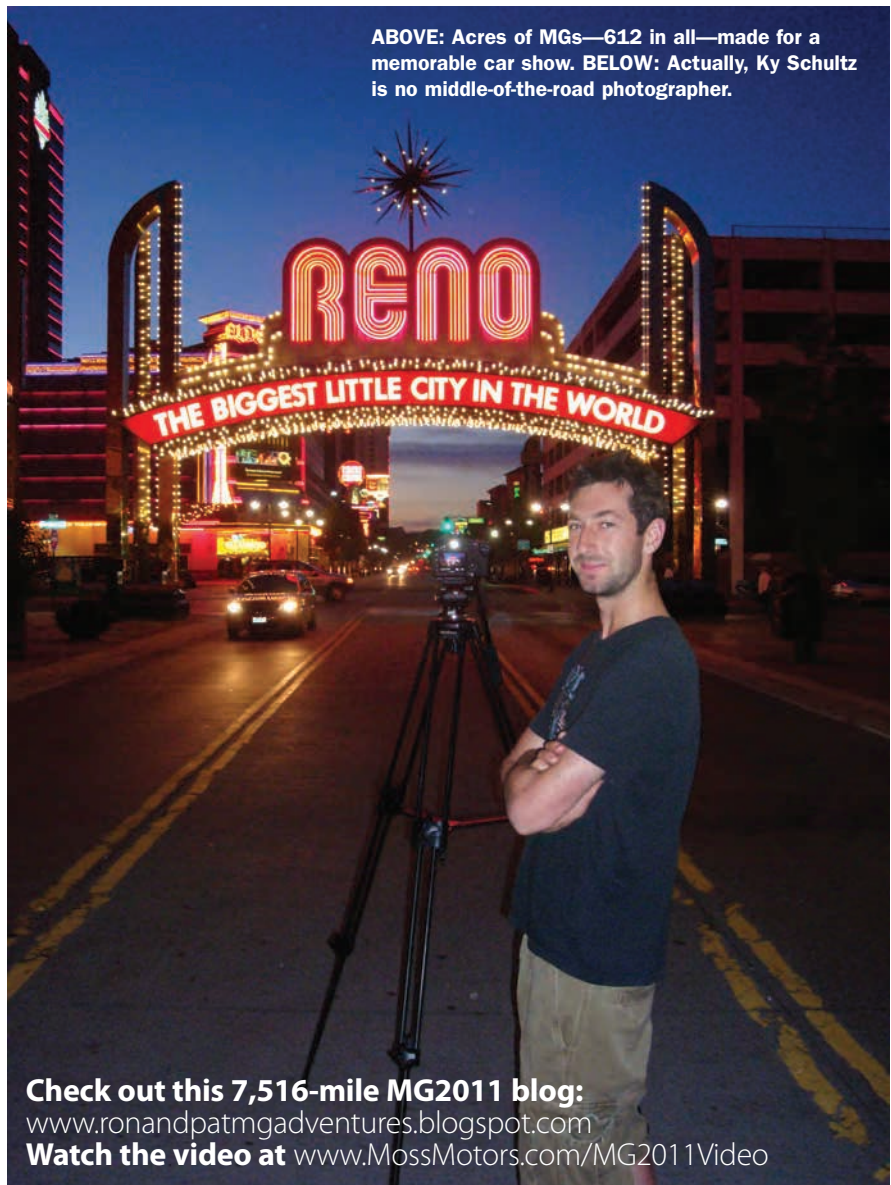
Prior to MG2011, members from MG Registers gathered in towns along Route 50 to travel together, joining the group en route. By Nevada, 150 caravanning MGs snaked through the hills. They joined another 450 classic cars in Reno, transforming the city streets.

There's a moral, too: While it's true that most classic British sports cars don't do much more than local and weekend trips, do not dismiss them from your epic adventures. Motoring mishaps were very few and most were quickly remedied en route thanks to a support truck from Moss Motors carrying basic parts.

Arriving to An Epic Scene

With a bug-splattered windshield and exhaustion tempered by the sight of row after row of every MG imaginable, my co-worker, Kelvin Dodd, and I circled the parking garage of the casino complex on our arrival into town. Without exception, the folks we passed waved to us and grinned. We were about to share something wonderful.

To say the assembly of MGs was



ABOVE: Acres of MGs—612 in all—made for a memorable car show. BELOW: Actually, Ky Schultz is no middle-of-the-road photographer.

Check out this 7,516-mile MG2011 blog:
www.ronandpatmgadventures.blogspot.com
 Watch the video at www.MossMotors.com/MG2011Video



ON THE ROAD



ABOVE: Kathryn Hansen powers through the corner with her mom. **RIGHT:** Nowhere is Safety Fast more fun than on the track. **BELOW:** John Twist (far left) makes it look so easy and enjoyable. **LEFT:** Rocker Cover Racers battled it out.





outstanding is to speak a basic fact. But the experience of an event like this goes so much deeper, and that has everything to do with the people you meet. The cars simply provide the catalyst for making a connection.

On the first day during registration, my eyes wandered the crowded vendor room from the Moss table. As eyes are prone to seek out oddities, I spotted a middle-aged father and his adolescent daughter, the youngest person in the room. I assumed she had to be bored, so when she made eye contact I asked, “Hey, what did you guys drive up in?” That was all it took. Her eyes brightened as she described in surprising detail her dad’s pale yellow MGA, clearly her pride and joy too.

Why stop at one wrong assumption? I then asked, “So, do you think your dad will let you drive it when you’re older?” Her expression changed ever so slightly. “What I really hope is that he’ll let me work on it more with him,” she said in earnest. My mind freshly humbled, I thought, how cool.

At Fernley Raceway the next day I wished that young girl could have watched Kathryn Hansen pilot her MGB GT through the coned course. Kathryn’s gentle appearance out of the driver’s seat was misleading—she had her eyes focused on the stopwatch and her position in the rankings. Not everyone took the course rules as seriously as she did. One hopelessly happy driver, knowing full well that going outside the outlined course meant disqualification of that lap time, blatantly ignored the cones and pointed his car to exit the corners at maximum speed. Let it be on the record that I fully condone such behavior.

Thanks for the Lift

Attending MG2011 wearing a shirt with a Moss logo raises a lot of eyebrows and, thankfully—since I didn’t have my own vehicle—opens doors. Cameraman, Ky Schultz, and I hitched rides whenever we could to experience as much of the event as possible. I’m certain we hindered the lap times of several MGT Funkhana competitors, but we got laughter and stories in repayment for our bungling.

We were graciously invited for an MGA group drive up to Lake Tahoe, but had to decline last minute. Within days strangers were calling us by name, not always the right name, but always with a friendly smile. It helped that we knew where to find Kelvin, a Moss technical guru. Wearing a Moss shirt doesn’t require that you can answer every car question, but you better know someone who does.

The amount of information available at an event of this magnitude is outstanding. I’m not only talking about the fine educational lectures, or the unique experience of watching car after car get sorted by John Twist’s MG-tattooed hands and encyclopedic mind. I’m talking about a beautiful day at the car show where people from all over the country had experiences with every type of MG, and enjoyed nothing more than to shake your hand and chat about it for a while.

After checking and topping off the oil in Kelvin’s super-charged Magnette, we sped west toward home after the event ended, passing a handful of diehards. Our trip was nearing its conclusion. This was not the case for an adventurous few determined to see both coasts. Some planned to be on the road for two more magnificent weeks. I wished them well with a thumbs-up and one sunburned arm hanging out the window. **BM**

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BARN FIND

BY MARK SOLLAUER

PHOTOGRAPHY BY DAVID ARRUDA, JR.

I sat at a stoplight in nowhere important Rhode Island. Just another day at work; I was on my way to see a customer. While I waited for the light to change, I noticed an elderly man taking out trash. I stared for a moment, and then my focus changed and I saw a TR6 sitting in the woods just behind him...and behind that, another one. Both were in rustic condition, but were potential projects worth pulling into the driveway to ask about.

I introduced myself and asked the friendly gentleman named Robert if he was interested in selling one of the Triumphs. He shrugged his shoulders and said, "Oh sure, I guess."

Both cars needed extensive bodywork. Sections of the frames had holes clean through them, but they did have drivetrains. As I milled around trying to figure out what he would want for these cars, we chatted about old cars and how I was looking for a restoration project for my son and I. Robert cuffed me on the shoulder and asked if I would like to go look in the barn.

I placed a hand against my forehead to block out the sun and leaned against the barn window,

coated with years of dust and grease. I saw silhouettes of motorcycles and a car or two, but it was too crowded and too dimly lit to distinguish what they were. There were work benches piled high with tools, cigar boxes no doubt filled with trinkets of the finest form, and junk—golden, glorious junk. "Go on inside, look around," Robert said.

Past the benches on the backside of two pianos sat a 1972 Triumph Bonneville. Not pristine, or the most desirable year, but a 650 Bonnie just the same. When I was 14 years old I used to ride my bicycle to a European cycle shop several times a week. I browsed the showroom, listened to the chatter of the mechanics, and imagined the freedom and simple coolness of owning a motorcycle one day. This bike was begging to be taken home and loved. I realized I was showing too much interest. I walked away and left the prettiest girl at the dance behind me.

I asked Robert what he wanted for either of the TR6s in the yard. "Heck, I don't know," he replied, and then asked if I saw the MGB GT inside. I had not.





YOUR PROJECTS

At the far end of the barn, a '73 hatchback was nestled between shelves and an old jukebox. It looked as though it was being prepped for paint. Tail light lenses had been removed, newspaper on the windows and trim pieces taped off. The paint had been sanded down to the primer in spots and the body was very straight from what I could see. This was a sharp car. After inspecting the interior, I could see it was original and in very good condition.

"It ran great and was in like new condition before that damn fire." Robert explained that the barn had caught fire and a lot of the treasures stored there were damaged by smoke. The building was plenty strong and saw only little damage to its frame, but the MG suffered a blistered paint job. Robert had started a repaint in 1997 when he simply lost his drive and left everything in the barn as it sits today. I looked at the odometer: 57,000 miles. I wondered what he could want for this car, but chose not to ask yet.

My mind racing, I walked over to the Bonneville and stood there. "What would you take for this?"

"Hmmm, I don't know...how about \$400?" he asked.

Was he serious? My heart skipped a beat. I told him it was a deal and we walked back out to the TR6s. "Make me an offer on these," Robert told me. I didn't know what he wanted and didn't want to offer too little. "Is \$500 for both insulting?" Before I could finish my question the old man said, "That's fine." I looked back at the barn and Robert could see that I was smitten with the MG. "How about you give me a grand for all three cars?" he asked.

The Bonnie and MG are now in my garage. I decided they were projects enough for me. Due to the extensive work required on both of the TR6's, I decided to sell them. I quickly found homes for both, covering the cost of the MG and Bonneville in doing so. The Bonnie is up and running. The MG is a winter project and I hope to be driving it by spring.

Robert's place was a dream – it was a privilege to be allowed inside and to have the chance to bring home a few pieces of motoring history. I feel no need to go back and gather more of what I am quite sure I could easily obtain. I am more than content with these restoration projects, and I'm sharing them with my children. I look forward to the day when I will drive past the barn and tip the visor of my helmet to old Robert. **BM**



How did you meet your sweetheart?

Was it love at first sight? Or, did you rescue a faded jewel from a junk yard? Whether fairytale or nightmare, write to us and share your memories. Send photos if you have them. editor@mossmotors.com

COOL CUSTOMER PEDAL DOWN ADRENALINE RUSH ADDICTION AND BUY IT DESSERT CRAVES - T WAS FINE 50 YEARS AGO FLATOUT HO PERFORMANCE SALE PEDAL DOWN ADREN



NOT ALL BRAKE PADS ARE ALIKE, and if you think performance pads mean a shorter life and noisier operation—**STOP** right there. Moss sells a selection of premium performance brake pads made from high quality materials that don't compromise. Our pads range in **performance from better-than-stock to autocross-level** stopping power. Along with the performance gains, customers love how clean and quiet our brake pads are. Classic Gold brake pads are made with a compound that's nearly dust free, and an anti-squeal layer is bonded to the backing plate. There are many reasons to **step up to a premium brake pad**—the most important, however, is safety. Should you ever need to stop in a hurry, you'll be glad to know you've put your best foot forward.

Brake Pads

Austin Healey

Classic Gold Ceramic Pads - BN7-BJ8 (to C26704)	517-000	\$43.95	\$35.95
Classic Gold Ceramic Pads - BJ8 (from C26705)	585-522	43.95	35.95
Classic Gold Semi-Metallic Pads - BN7-BJ8 (to C26704)	517-005	29.95	23.95
Classic Gold Semi-Metallic Pads - BJ8 (from C26705)	585-527	29.95	23.95
GreenStuff - BN7-BJ8 to 26704	585-621	123.95	106.95
GreenStuff - BJ8 (from C26705)	585-620	123.95	105.95

Classic Mini

GreenStuff - 10" Wheel Cooper, 998	115-117	\$74.95	\$61.95
GreenStuff - 10" Wheel Cooper S, 1275	115-113	99.95	81.95
GreenStuff - 1275 to 1974, 1984 on	585-625	81.55	66.95

MGA

Classic Gold Ceramic Pads - 1600	182-212	\$43.95	\$35.95
Classic Gold Semi-Metallic Pads - 1600	182-217	29.95	23.95
GreenStuff - 1600	182-219	162.95	140.95

MGB

Hawk Pads - MGB	585-610	99.95	87.95
GreenStuff - MGB	585-630	99.80	81.95
Classic Gold Ceramic Pads - MGC	585-522	43.95	35.95
Classic Gold Semi-Metallic Pads - MGC	585-527	29.95	23.95
GreenStuff - MGB V8	585-650	124.95	102.95

Spitfire

Classic Gold Ceramic Pads - 1968 on	585-572	\$43.95	\$35.95
Classic Gold Semi-Metallic Pads - 1968 on	585-577	29.95	23.95
GreenStuff - MkIV-1500	585-640	84.95	69.95

Sprite/Midget

Classic Gold Ceramic Pads	071-533	\$43.95	\$35.95
Classic Gold Semi-Metallic Pads	071-539	29.95	23.95
Hawk Pads	585-605	84.95	74.95
GreenStuff	585-625	81.55	66.95

TR2-4A

Classic Gold Ceramic Pads - TR3-4, 11" Rotors	585-502	\$43.95	\$35.95
Classic Gold Ceramic Pads - TR3B-4A, 10¾" Rotors	585-522	43.95	35.95
Classic Gold Semi-Metallic Pads - TR3-4, 11" Rotors	585-507	29.95	23.95
Classic Gold Semi-Metallic Pads - TR3B-4A, 10¾" Rotors	585-527	29.95	23.95
Hawk Pads - TR3-4, 11" Rotors	585-600	144.95	127.95
GreenStuff - TR3B-4A, 10¾" Rotors	585-620	123.95	105.95

TR250-6

Classic Gold Ceramic Pads - to 1971 (¼" pins)	585-522	\$43.95	\$35.95
Classic Gold Ceramic Pads - 1972-'76 (¾" pins)	585-532	43.95	35.95
Classic Gold Semi-Metallic Pads - to 1971 (¼" pins)	585-527	29.95	23.95
Classic Gold Semi-Metallic Pads - TR6 1972-'76 (¾" pins)	585-537	29.95	23.95
Hawk Pads - to 1971 (¼" pin)	585-600	144.95	127.95
GreenStuff - to 1971 (¼" pin)	585-620	123.95	105.95
GreenStuff - 1972 on (¾" pin)	585-645	113.95	93.95

TR7-8

Classic Gold Ceramic Pads - TR7	071-533	\$43.95	\$35.95
Classic Gold Semi-Metallic Pads - TR7	071-539	29.95	23.95
Hawk Pads - TR7	585-605	84.95	74.95
GreenStuff - TR7	585-625	81.55	66.95
GreenStuff - TR8	585-650	124.95	102.95

Brake Kits

Austin Healey

Big Brake Kit - BJ8 (c)26705 on	586-725	\$749.95	\$644.95
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MGB

Wilwood Big Brake Kit	586-628	\$1,295.00	\$1,139.95
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Sprite/Midget

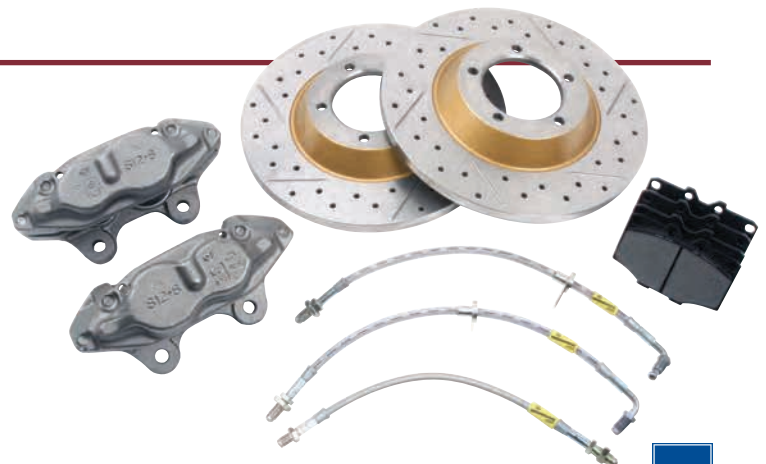
Rear Disc Brake Kit - 1964-'79 w/13" Wheels	586-647	\$2,095.00	\$1,843.95
Rear Disc Brake Kit - 1964-'79 w/14" Wheels	586-648	1,677.95	1,476.95

TR2-4A

Front Brake Kit - TR3B (TCF series), TR4 from CT4388	586-568	\$409.95	\$352.95
Big Brake Kit - TR4A	586-718	749.95	659.95

TR250-6

Big Brake Kit	586-718	\$749.95	\$659.95
Front Brake Kit - to mid 1972 (¼" pin)	586-578	409.95	360.95
Front Brake Kit - mid 1972 on (¾" pin)	586-588	409.95	352.95

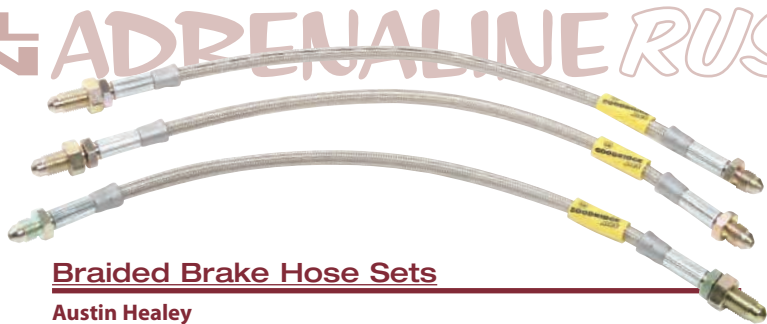


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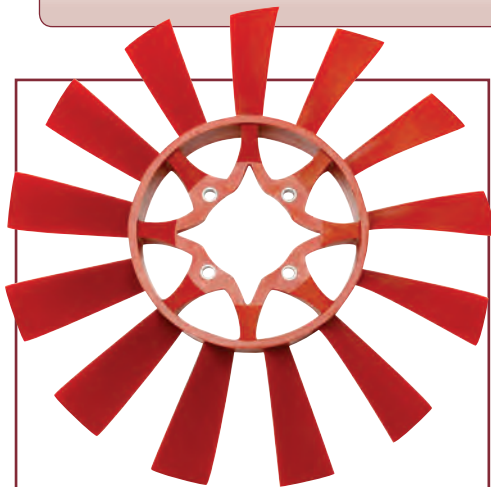
Braided Brake Hose Sets

Austin Healey			
BN1, BN2 & BN4	582-058	\$104.95	\$92.95
BN6	582-068	99.95	87.95
BN7	582-078	108.95	95.95
BT7, BJ7 & BJ8	582-088	108.95	95.95
Classic Mini			
w/Disc Brakes	117-043	\$99.95	\$84.95
MGA			
1500	182-218	\$109.95	\$96.95
1600 & MkII	182-208	110.95	97.95
MGB			
All	182-228	\$99.95	\$87.95
Spitfire			
MkIV-1500	582-098	\$154.95	\$136.95
Sprite/Midget			
w/Front Drum Brakes	182-198	\$99.95	\$87.95
w/Front Disc Brakes	182-248	99.95	87.95
TR2-4A			
TR3 from TS13046, TR3A, TR3B (TSF series) & TR4 to CT4387	582-018	\$99.95	\$87.95
TR3B (TCF series) & TR4 from CT4388	582-028	99.95	87.95
TR4A IRS	582-048	119.95	105.95
TR250-6			
All	582-048	\$119.95	\$105.95

Brake Rotors & Drums

Austin Healey			
Slotted Rotors - BJ8 from (c)26705	021-202	\$169.95	\$144.95
Cross-Drilled & Slotted Rotors - BN7-BJ8 to (c)26704	586-621	399.95	343.95
Cross-Drilled & Slotted Rotors - BJ8 from (c)26705	586-620	199.95	171.95
Classic Mini			
Superfin Brake Drums, pair	117-310	\$227.95	\$193.95
MG T-Series			
Alfin Style Brake Drums - TC	456-910	\$569.95	\$501.95
MGB			
Slotted Brake Rotors	588-630	\$144.95	\$124.95
Cross-Drilled & Slotted Rotors	586-605	199.95	171.95
Spitfire			
Slotted Brake Rotors	586-529	\$144.95	\$123.95
Cross-Drilled & Slotted Rotors	586-625	199.95	169.95
Sprite/Midget			
Cross-Drilled & Slotted Rotors - Disc Wheels	586-600	\$199.95	\$171.95
TR2-4A			
Slotted Rotors - TR3B-4A, 10 3/4"	586-512	\$169.95	\$144.95
Cross-Drilled & Slotted Rotors - TR3B-4A 10 3/4"	586-615	199.95	171.95
TR250-6			
Slotted Brake Rotors	586-512	\$169.95	\$144.95
Cross-Drilled & Slotted Rotors	586-615	199.95	171.95
TR7-8			
Cross-Drilled & Slotted Rotors	586-610	\$199.95	\$171.95

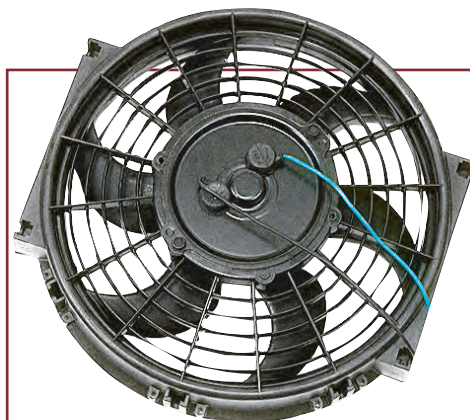
Stainless steel **BRAIDED BRAKE LINES** have long been the **standard for race cars**, aircraft, motorcycles, and any other high performance application. They offer **INCREASED STRENGTH** with **improved pedal feel** and control compared to rubber lines, which expand under braking pressure and give a soft pedal feel.



13 Blade Fan - TR250-6
1972-76 835-270 \$69.95 **\$55.95**



Electric Fan Kit - TR2-4
Negative Ground 231-710 \$357.95 **\$307.95**



Hayden Electric Fan Kits

10"	231-678	\$134.95	\$118.95
12"	231-688	149.95	131.95
14"	231-658	163.95	144.95

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Did you know that **overheating is the most common cause of mechanical breakdowns** on the road? And that overheating can cause severe damage to the engine and the transmission? Maintaining your vehicle's radiator, fluids and cooling system is essential to KEEPING YOU AND YOUR OLD FRIEND ON THE ROAD. Use high quality coolant, mixed 50/50 with distilled water. Propylene glycol is more environmentally friendly than ethylene glycol, but neither coolant should go down your drain. Take used coolant to a recycling center. Also, don't mix the two types in your radiator. They have different gravity properties, and when mixed will not test accurately.



Silicone Radiator Hoses

Classic Mini

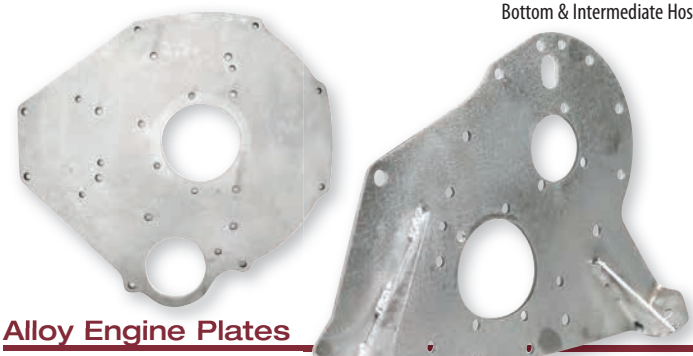
Blue Silicone Hose Set	117-149	\$220.95	\$190.95
Red Silicone Hose Set	117-151	220.95	190.95
Black Silicone Hose Set	117-152	209.95	180.95

TR2-4A

Heater Hose	635-052	\$52.20	\$44.95
Top Hose	834-262	59.65	48.95
Bypass Hose	834-272	51.90	42.95
Bottom & Intermediate Hose	834-282	29.95	24.95

TR250-6

Upper Hose - thru 1971	834-670	\$52.95	\$45.95
Lower Straight Hose	834-680	5.75	4.95
Lower Elbow Hose	834-690	23.95	19.95



Alloy Engine Plates

MGB

Rear Plate - 1968-'76	460-701	\$504.95	\$434.95
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Spitfire/GT6

Rear Plate - Spitfire	832-545	\$99.95	\$87.95
Rear Plate - GT6	832-540	138.95	122.95

Sprite/Midget

Rear Plate - 1500	832-545	\$99.95	\$87.95
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TR2-4A

Front Plate - TR2-3B	832-520	\$199.95	\$175.95
Front Plate - TR4-4A	832-525	199.95	175.95

TR250-6

Front Plate - Thru '74	832-530	\$106.95	\$94.95
Front Plate - 1975-'76	832-531	106.95	94.95
Rear Plate	832-535	138.95	122.95



Performance Tappet Sets

MGA

Super Duty	460-601	\$169.95	\$146.95
Tested w/Lube	460-604	199.95	169.95
Lightened	460-608	79.95	63.95

MGB

Super Duty	460-601	\$169.95	\$146.95
Tested w/Lube	460-604	199.95	169.95
Lightened	460-608	79.95	63.95

Spitfire/GT6

Super Duty - Spitfire	838-306	\$159.95	\$137.95
Super Duty - GT6	838-307	239.95	206.95

Sprite/Midget & Mini

Lightened - 948-1275	460-608	\$79.95	\$63.95
Super Duty - 948-1275	460-601	169.95	146.95
Tested w/Lube - 948-1275	460-604	199.95	169.95
Super Duty - 1500	838-306	159.95	137.95

TR2-4A

Lightened - Sold Individually	838-260	\$20.95	\$16.95
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TR250-6

Super Duty	838-307	\$239.95	\$206.95
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Performance Cams

MGA-MGB

MGA & MGB	222-273	\$569.95	\$512.95
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Sprite/Midget & Mini

1275 - 270/270°	114-165	\$419.95	\$377.95
948-1275 - 257/257°	114-160	539.95	485.95

TR2-4A

All	851-051	\$420.95	\$357.95
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TR250-6

Mild	838-042	\$499.95	\$399.95
Fast Road	838-044	525.95	447.95





Cylinder Head & Parts

Austin Healey

Alloy Cylinder Head - 4-Cylinder	021-920	\$3,676.95	\$3,309.95
Alloy Cylinder Head - 6-Cylinder	021-950	5,254.95	4,729.95

MGA/MGB

Bare Alloy Head - MGA	451-805	\$1,295.00	\$1,165.95
Bare Alloy Head - MGB 1962-'67	451-805	1,295.00	1,165.95
Bare Alloy Head - MGB 1968-'80	451-815	1,295.00	1,165.95
Assembled Alloy Head - MGA	451-806	1,395.00	1,255.95
Assembled Alloy Head - MGB 1962-'67	451-806	1,395.00	1,255.95
Intake Valve - 1.73"	423-136	46.95	39.95
Exhaust Valve 1.34"	423-166	19.85	15.95
Heavy Duty Valve Spring Set - MGB	423-436	62.95	53.95
Tuftrided Rocker Shaft	433-725	57.95	46.95
High Ratio Rocker Kit - MGA/MGB to 1974	451-460	1,341.95	1,180.95
High Ratio Rocker Kit - MGB 1975 on	451-470	1,629.95	1,434.95
Strengthened Outer Rocker Pedestals - MGA/MGB to 1974	460-268	367.95	316.95
Nylatron Rocker Shaft Spacer Kit	460-362	36.95	32.95
Steel Rocker Shaft Spacer Kit	460-365	41.75	33.95

Spitfire

Bushed Rocker Arms - Odd - 1500	839-115	\$17.85	\$15.95
Bushed Rocker Arms - Even - 1500	839-125	17.85	15.95

Sprite/Midget & Classic Mini

Tuftrided Rocker Shaft - 948-1275	114-124	\$31.55	\$25.95
Uprated Rocker Spacer Set - Mini	114-132	30.50	25.95
High Ratio Rocker Kit - Mini 1275 - Standard	114-144	546.95	481.95
High Ratio Rocker Kit - Mini 1275 - Titan	114-146	1,585.00	1,267.95
1275 Intake Valve - 1.402" (35.6 mm)	423-192	36.50	29.95

Sprite/Midget & Classic Mini continued

1275 Intake Valve - 1.465" (37.2 mm)	423-193	\$32.50	\$27.95
1275 Intake Valve - 1.402" (35.6 mm) - Rimflow	423-196	55.70	47.95
1275 Intake Valve - 1.440" (36.57 mm) - Rimflow	423-197	59.50	48.95
1275 Exhaust Valve - 1.220" (31 mm) - Rimflow	423-333	60.95	49.95
Dual Valve Spring Set - 1275 Mini	423-475	84.80	69.95
Valve Spring Caps - 1275	460-557	30.95	26.95
Bushed Rocker Arms - Odd - Midget 1500	839-115	17.85	15.95
Bushed Rocker Arms - Even - Midget 1500	839-125	17.85	15.95

TR2-4A

Inlet Valve (1.605")	821-035	\$47.95	\$39.95
Exhaust Valve (1.42")	821-045	49.40	41.95
Alloy Valve Retaining Collars	821-310	8.25	6.95
Nylatron Rocker Shaft Spacer Set	821-330	35.95	30.95
Steel Rocker Shaft Spacer Set	821-338	50.45	40.95
Cylinder Head Oil Feed	821-350	89.95	71.95
Tuftrided Rocker Shaft	851-115	94.65	75.95

TR250-6

Stellite Exhaust Valve - 1968-'72	821-115	\$21.95	\$17.95
Stellite Exhaust Valve - 1973-'76	821-125	19.50	16.95
Cylinder Head Oil Feed	821-360	69.95	60.95
Steel Rocker Shaft Spacer Set	839-140	50.30	40.95
Nylatron Rocker Shaft Spacer Set	839-142	38.95	34.95
Alloy Valve Retaining Collars	839-150	5.20	4.95
Uprated Valve Spring Set	839-160	79.95	63.95
Bushed Rocker Arms - Odd	839-115	17.85	15.95
Bushed Rocker Arms - Even	839-125	17.85	15.95



Vernier Cam Sprocket Kit

MGA-MGB

All	460-398	\$289.95	\$246.95
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Sprite/Midget & Classic Mini

Lightened - 948-1098-1275	460-418	\$209.95	\$180.95
Standard - 948-1098-1275	460-385	266.95	218.95



Alloy Oil Pans

Austin Healey

Oil Pan - 100-4	021-119	\$589.95	\$507.95
Strainer (Required) - 100-4	836-591	136.45	115.95
Oil Pan - 100-6, 3000	021-148	525.95	447.95

MGB

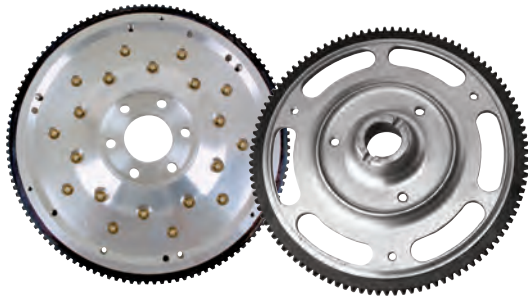
Oil Pan	460-372	\$329.95	\$263.95
Windage Tray	460-373	66.95	53.95

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 ADDICTION AND BUY IT DESSERT CRAVES - T
 WAS FINE 50 YEARS AGO **FLATOUT** HO
 YOU'RE COOL CUSTOMER PEDAL DOWN ADREN



Harmonic Crank Balancer

Austin-Healey - 6-Cylinder	031-206	\$469.95	\$404.95
MGA & MGB	433-707	275.95	234.95



Alloy Flywheel

Classic Mini			
All	114-534	\$420.95	\$357.95

MGA			
All Except Twin Cam	460-673	\$529.95	\$455.95

MGB			
1962-'64 3 main	460-673	\$529.95	\$455.95
1965-'67 5 main	460-674	529.95	455.95

Sprite/Midget			
1275	461-005	\$529.95	\$455.95

TR250-6			
All	460-676	\$529.95	\$455.95



TR2-4A Piston & Liner Set

89mm	814-290	\$999.95	\$879.95
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MGA Forged Steel Crankshaft w/Bearings

MGA	451-521	\$795.95	\$700.95
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ARP Performance Fasteners

Austin Healey			
Main Bearing Stud Kit - 6 Cylinder	322-898	\$109.95	\$98.95
Head Stud Kit - 6 Cylinder	328-876	189.95	163.95
Head Washers, 16 reqd.	328-877	1.55	1.25

Classic Mini			
Rod Bolt Kit - 1275	322-838	\$139.95	\$125.95
Main Stud Kit - (Not S)	322-888	89.95	80.95

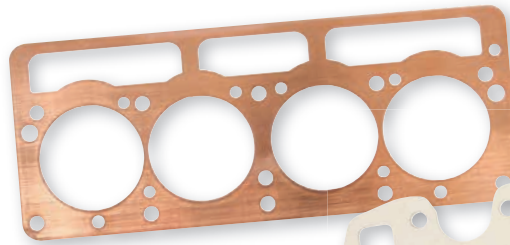
MGA			
Main Cap Stud Kit	322-868	\$99.95	\$89.95

MGB			
Rod Bolt Kit - 18GB-18GF (angled rods)	322-845	\$59.95	\$51.95
Rod Bolt Kit - 18GG-18V (straight rods)	322-848	124.95	112.95
Main Cap Stud Kit - 3 Main	322-868	99.95	89.95
Main Cap Stud Kit - 18GB-GK	322-938	169.95	152.95

Sprite/Midget			
Main Stud Kit - 1275	322-888	\$89.95	\$80.95

TR2-4A			
Head Stud Kit - TR3-4	322-865	\$189.95	\$170.95

ARP supplies extremely high strength threaded engine fasteners to NASCAR, IRL, NHRA and Formula One. Their fasteners provide up to 10X the fatigue life of stock engine fasteners.



Updated Gaskets

Classic Mini			
Head Gasket - 998	117-120	\$14.90	\$12.95
Head Gasket Solid Copper - 1275	387-520	119.95	105.95
Manifold Gasket - 848-1275	296-645	10.50	8.95

MGT-Series			
Head Gasket Solid Copper - TD 1250 to (e)22734	387-550	\$119.95	\$105.95

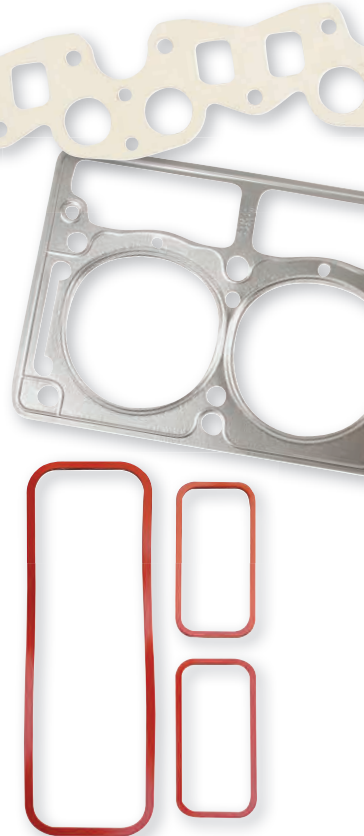
MGA-MGB			
Head Gasket Solid Copper	387-505	\$129.95	\$114.95
Manifold Gasket	297-545	12.60	10.95
Side Cover Gaskets	296-425	36.95	29.95

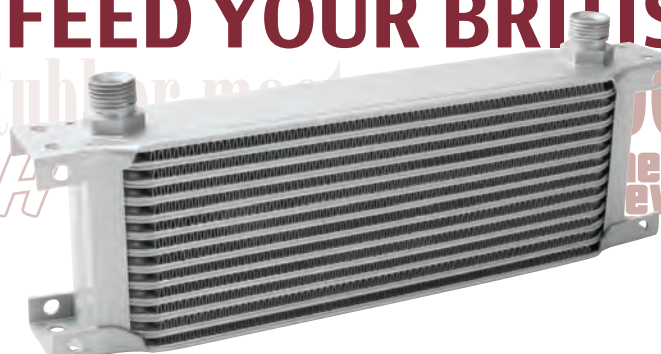
Spitfire			
Head Gasket Solid Copper - 1300 Spitfire	387-545	\$92.95	\$81.95

Sprite/Midget			
Head Gasket Solid Copper - 948-1098	387-515	\$119.95	\$105.95
Head Gasket Solid Copper - 1275	387-520	119.95	105.95
Head Gasket - Competition - 1275	694-555	27.30	23.95
Manifold Gasket - 948-1275	296-645	10.50	8.95

TR2-4A			
Head Gasket - Steel Shim - TR2-4A	694-505	\$146.95	\$124.95
Head Gasket Solid Copper - TR2-4A	387-525	129.95	114.95
Manifold Gaskets - Late TR3-4A	695-070	42.95	36.95

TR250-6			
Manifold Gasket - Thru 1971	695-050	\$17.95	\$15.95
Manifold Gasket - 1972-'76	695-060	22.95	20.95





Oil Cooler Installation Kits

Classic Mini

Stainless Pipe Kit - to 1979	114-036	\$69.95	\$57.95
Stainless Pipe Kit - 1979-'84	114-044	99.95	79.95
Stainless Pipe Kit - 1985 on	114-042	89.95	73.95

MGA

w/Rubber Hoses	235-905	\$98.95	\$79.95
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MGB

w/Thermostat & Rubber Hoses - 1963-'74	235-840	\$299.95	\$263.95
w/Thermostat & Stainless Hoses - 1975-'76	235-850	299.95	257.95
w/Rubber Hoses - 1963-'74	235-905	98.95	79.95
Kit w/Rubber Hoses & 10 Row Cooler - 1975-'80	235-990	123.95	105.95

Spitfire

w/Rubber Hoses	635-485	\$126.95	\$109.95
w/Stainless Steel Hoses	635-495	129.95	114.95

Sprite/Midget

w/Stainless Hoses - 1962-'74	235-878	\$194.95	\$165.95
w/Rubber Hoses - 1962-'74	235-879	179.95	152.95
w/Rubber Hoses - 1500	235-922	164.95	140.95

TR2-4A

w/Rubber Hoses	635-290	\$179.95	\$147.95
w/Stainless Steel Hoses	635-295	219.95	186.95
Complete Kit w/Rubber Hoses & 13 Row Cooler	635-298	247.95	210.95
Complete Kit w/Stainless Hoses & 13 Row Cooler	635-465	274.95	236.95

TR250-6

w/Thermostat Control & Stainless Hoses	635-855	\$429.95	\$369.95
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Braided Stainless Steel Oil Cooler Lines

26" Braided Hose	435-690	\$52.40	\$41.95
39" Braided Hose	435-680	62.95	50.95
45½" Braided Hose	435-700	62.95	50.95
47½" Braided Hose	435-710	64.95	51.95

Oil Cooler Radiators

10-Row 11" x 3"	235-915	\$59.95	\$50.95
13-Row 11" x 4"	235-925	69.95	60.95
16-Row 11" x 5"	235-995	99.95	84.95
19-Row 11" x 5¾"	235-845	119.95	101.95



Oil Radiator Cover

For Cold Weather	235-805	\$22.95	\$20.95
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Rear Oil Seal Conversion Kits

Austin Healey

6-Cylinder	833-415	\$119.95	\$95.95
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MG T-Series

All	433-418	\$234.95	\$187.95
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MGB

5-Main Double Lip Seal	120-821	\$20.95	\$17.95
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Sprite/Midget

948, 1098 A-Series w/1.75" Mains	297-665	\$259.95	\$220.95
1098 A-Series w/2" Mains	297-660	262.95	223.95
1275 A-Series	297-655	262.95	223.95



Oil changes are a notoriously messy task, and all the more so when your filter is the canister style. Modern spin-on filters are not only more effective at filtering out impurities, but they're also easier to work with, readily available and usually cheaper! Installing a spin-on adapter takes maybe a half hour, but the amount of time you'll save on oil changes and clean up will make up for that half hour over and over again.



Spin-On Filter Adapters

Austin Healey

All	635-840	\$38.95	\$33.95
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Classic Mini

1098-1275	235-875	\$149.95	\$127.95
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MG T-Series

Late TD-TF	235-865	\$99.95	\$79.95
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MGA

All	235-940	\$29.95	\$23.95
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MGB

1963-'67	235-940	\$29.95	\$23.95
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Sprite/Midget

948-1275	235-875	\$149.95	\$127.95
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TR250-6

No provision for Oil Cooler	635-820	\$59.95	\$47.95
w/Rubber Hoses	635-300	159.95	135.95
w/Stainless Steel Hoses	635-285	207.95	170.95

TR2-4A

TR3 from TS12649E - TR4A	635-828	\$40.95	\$32.95
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TR7

All	635-830	\$73.95	\$62.95
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Filters

Fram Filter	235-880	\$7.95	\$6.95
Wix Filter	235-855	12.95	10.95

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Mild Steel Exhaust Headers

Classic Mini

Free Flow Manifold	117-201	\$192.95	\$164.95
Long Center Branch	114-280	187.95	161.95
Pro Flo Manifolds - Injected	117-185	173.95	142.95
Pro Flo Manifolds - Carbureted	117-186	172.95	141.95

MGA

All (Except Twin Cam)	454-855	\$483.95	\$425.95
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MGB

3 into 1 Shorty Header - All	459-011	\$199.95	\$169.95
Peco Header - All	459-045	279.95	246.95

Spitfire

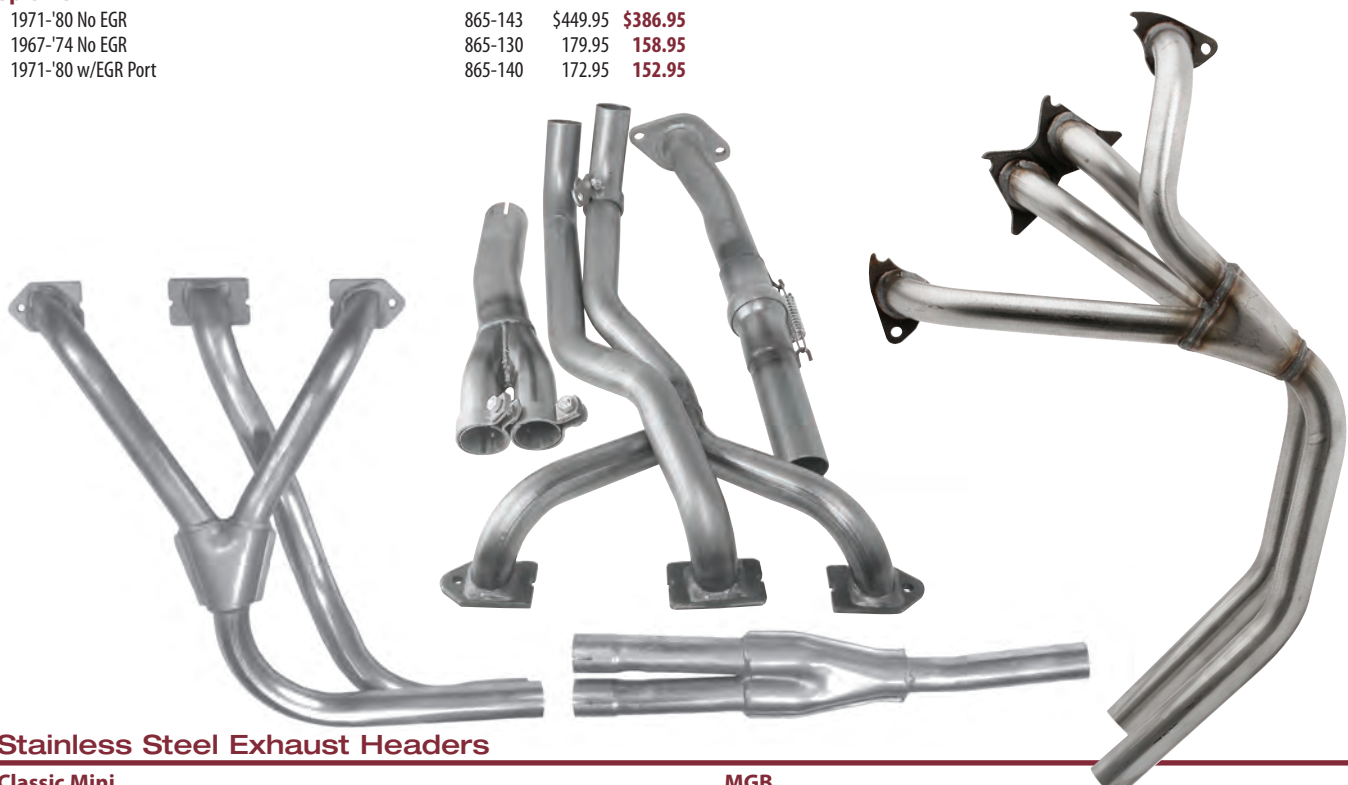
1971-'80 No EGR	865-143	\$449.95	\$386.95
1967-'74 No EGR	865-130	179.95	158.95
1971-'80 w/EGR Port	865-140	172.95	152.95

Sprite/Midget

Long Center Branch - 948	452-060	\$357.95	\$304.95
Long Center Branch - 1098-1275	452-065	389.95	331.95
Long Center Branch - 1500	452-070	349.95	297.95
Pacesetter - 1275	459-014	179.95	158.95
Pacesetter - 1500	459-017	179.95	158.95

TR250-6

6 into 1	865-135	\$239.95	\$211.95
6 into 2	865-035	378.95	325.95



Stainless Steel Exhaust Headers

Classic Mini

All - Free Flow Manifold	117-204	\$515.95	\$438.95
Fuel Injection w/Cat.	114-285	331.95	282.95
Fuel Injection w/o Cat.	114-287	249.95	212.95

MGB

All	459-015	\$389.95	\$343.95
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TR2-4A

TR3 from TS13052E-TR4	865-045	\$441.95	\$375.95
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ADRENALINE RUSH take it to the next level

CRAVES - THE - CORNERS FEED YOUR BRITISH HOLD ON TIGHT Rubber, meet road STOCK



A performance exhaust is one of the most dramatic improvements you can make. So much of your car's personality resonates through its exhaust note. That voice responding to your right foot turns heads and has other drivers rolling their windows down to hear to that sweet sound.

Moss Motors offers performance exhaust systems in both stainless and mild steel. Owing to its quality materials, design and craftsmanship, the beauty of stainless steel is deep. From the finely polished surface, to the robust stainless steel pipes and muffler, this system is strong and should be the last exhaust you'll ever need. Your sports car will bark with a throaty authority under acceleration, but also have a smooth, unobtrusive sound while cruising.

Our mild steel exhaust systems are also extremely well built, breathe with less restriction, and sound great. For many owners a great performing, mild steel system is exactly what they're looking for. And, at these prices, there is no better time to upgrade.

Stainless Steel Exhaust Systems

Austin Healey

100-4	850-015	\$378.95	\$325.95
100-6 thru 3000 BJ7	610-120	449.95	395.95
BJ8	850-001	879.95	747.95

Classic Mini

RC50 System w/Fuel Injection & Cat.	114-322	\$246.95	\$217.95
DTM Twin Center Exit	114-324	368.95	313.95
Rear Muffler Side Exit	114-326	294.95	250.95
RC50 Cat-Back w/Intermediate pipe	114-329	565.95	481.95
Link Pipe - Rear	117-224	89.35	73.95
Link Pipe - Universal	117-232	114.95	97.95

MGA

1500-1600	454-879	\$339.95	\$271.95
Twin Cam	452-100	489.95	416.95

MGB

Big Bore w/Cat - 1975-'80	444-155	\$369.95	\$325.95
Big Bore - 1962-'74	444-165	449.95	395.95
1963-'74	454-560	514.95	453.95
1975 Non-Cat.	454-570	419.95	369.95
Tourist Trophy w/Down Pipe - 1962-'74	459-075	329.95	270.95
Tourist Trophy w/Header - 1962-'74	459-085	399.95	327.95
Muffler Only	459-077	99.95	79.95
MGC	780-035	459.95	395.95



Mild Steel Exhaust Systems

Classic Mini

Play Mini Pipe - Front to Manifold w/Cat	117-240	\$61.45	\$50.95
Play Mini Pipe w/Bomb Center Muffler w/o Cat	117-241	209.95	178.95
Play Mini Pipe - Rear to Muffler w/Cat	117-242	219.95	186.95
Play Mini Pipe w/Center Muffler w/o Cat	117-243	237.95	202.95
Play Mini Center Exit Twin Tail Pipe	114-331	399.95	339.95
Play Mini Center Exit Single Tail Pipe	114-332	325.95	277.95
Play Mini Side Exit Muffler	117-245	315.95	268.95
Play Mini Down Pipe Magic Pipe	117-239	134.95	110.95

Classic Mini continued

RC40 System w/Fuel Injection & Cat	114-290	\$203.95	\$173.95
RC40 Cat-Back w/Intermediate pipe	114-295	169.95	144.95
RC40 Intermediate Pipe Single	114-300	29.95	25.95
RC40 Rear Muffler Only	117-211	79.95	68.95
RC40 Twin Mufflers Only	117-213	139.95	118.95
RC40 Intermediate Pipe Twin Muffler	117-215	19.95	16.95
Peco Twin Upswept Pipes - 998	114-325	269.95	229.95
Peco Twin Upswept Pipes - 1275	114-323	269.95	229.95

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MG T-Series

TC	454-508	\$569.95	\$484.95
TD-TF	454-538	359.95	287.95

Sprite/Midget

948	452-000	\$249.95	\$219.95
1275 1969-'72	452-015	259.95	228.95
1275 1973-'74	452-025	349.95	307.95
Midget 1500	452-030	379.95	334.95

TR2-4A

TR2-4	860-100	\$450.95	\$396.95
TR4A Single Muffler	860-120	509.95	448.95

TR250-6

TR250-6 1968-'71	860-200	\$458.95	\$403.95
TR6 1972	860-210	562.95	495.95
TR6 1973-'76	860-220	525.95	462.95
Sport System - 1972-'76	860-270	630.95	555.95

Spitfire

Spitfire 1975-'77 (Not CA)	862-190	\$344.95	\$310.95
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MGA

Monza Free-Flow Mufflers - 1500-1600	454-590	\$239.95	\$211.95
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MGB

Ansa Free-Flow Exhaust - 1963-'74	454-595	\$559.95	\$503.95
Ansa Free-Flow Exhaust - 1975-'80	454-555	559.95	492.95
Peco Exhaust System - All	459-035	269.95	232.95

Spitfire/GT6

Performance Free-Flow Exhaust - MkIV-1500	865-120	\$459.95	\$404.95
Performance Free-Flow Exhaust - GT6 1969-'73	865-125	454.95	400.95

Sprite/Midget

Monza Free-Flow Muffler - 1275	452-040	\$199.95	\$175.95
Monza Free-Flow Muffler - 1500	452-050	319.95	287.95

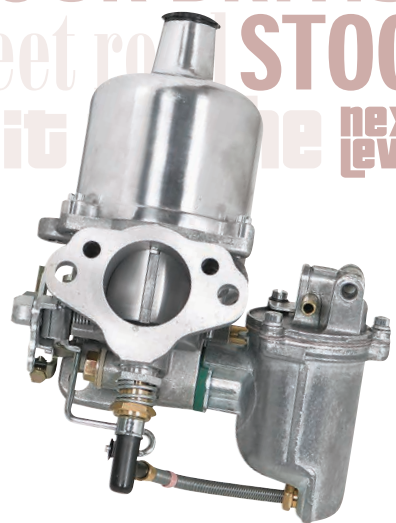
TR6

Performance Free-Flow Exhaust - Single Head Pipe	865-050	\$459.95	\$404.95
Performance Free-Flow Exhaust - Dual Head Pipe	865-055	519.95	457.95

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K&N Chrome Air Filters

1½" SUs				
3" Deep	222-950	\$57.95	\$50.95	
1¼" SUs				
1¾" Deep	223-010	\$67.95	\$59.95	
2½" Deep - Tapered	223-015	45.95	40.95	
1¾" SUs				
1¾" Deep	222-955	\$67.95	\$59.95	
2½" Deep - Tapered	222-995	70.95	62.95	
3" Deep	222-960	57.95	50.95	
150CD Zenith-Stromberg				
1¾" Deep	222-925	\$72.95	\$64.95	
175CD Zenith-Stromberg				
1¾" Deep	222-965	\$72.95	\$64.95	
3" Deep	222-990	72.95	64.95	
Breather Filter (Inlet)				
All	223-020	\$22.95	\$20.95	
HIF44				
2½" Deep - Tapered	222-905	\$70.95	\$62.95	
Weber DCOE				
1¾" Deep	222-245	\$67.95	\$59.95	
3" Deep	222-240	72.95	64.95	
Weber DGV				
1¾" Deep	222-366	\$67.95	\$59.95	

New SU Carburetor Sets

Austin Healey					
BN4-BN6 (AUC866)	370-618	\$1,893.95	\$1,704.95		
BN7-BT7 (AUC914)	370-628	1,893.95	1,704.95		
BN7-BT7 (AUC935)	370-638	2,195.95	1,976.95		
BN7-BT7 (AUC963)	370-648	1,893.95	1,704.95		
BN7-BT7 TriCarb (AUD18)	370-658	1,262.95	1,136.95		
BJ7 HS6	370-888	998.95	899.95		
BJ8 HD8	370-898	1,795.95	1,616.95		
Classic Mini					
HS4	114-494	\$1,199.95	\$1,079.95		
MG T-Series					
TC	370-748	\$1,366.95	\$1,230.95		
TD	370-758	1,366.95	1,230.95		
TF	370-768	1,495.95	1,346.95		
MGA					
HS6 Conversion	366-418	\$1,397.95	\$1,258.95		
1500	370-778	1,495.95	1,346.95		
1600 & MkII	370-788	1,495.95	1,346.95		
Twin Cam H6	370-798	1,495.95	1,346.95		
MGB					
HS6 Conversion	366-418	\$1,397.95	\$1,258.95		
1962-'67	372-248	841.95	757.95		
1968	366-478	820.95	738.95		
1969	366-498	852.95	767.95		
1970-'71	366-488	820.95	738.95		
1975-'80 Conversion	370-678	788.95	710.95		
Sprite/Midget					
Sprite MkII, Midget MkI	370-708	\$820.95	\$738.95		
1098, 1963-'66	370-718	820.95	738.95		
1275, 1967	370-728	841.95	757.95		
1275, 1968-'69	370-908	841.95	757.95		
1275, 1969-'71	370-928	841.95	757.95		
1275, 1972-'74	370-948	841.95	757.95		
TR2-4A					
TR2 H4 AUC721	370-808	\$1,495.95	\$1,346.95		
TR3-3A H6 AUC786	370-818	1,549.95	1,394.95		
TR3A-4 H6 AUC878	370-828	1,549.95	1,394.95		
TR4A HS6 AUD284	370-838	914.95	823.95		
TR250-6					
HS6 Conversion Kit	370-848	\$929.95	\$836.95		



Vintage Style Chrome Air Filters

1¼" SUs	223-100	\$37.95	\$30.95
1½" SUs	223-200	37.95	30.95

Weber Downdraft Carburetor Kits

Sprite/Midget & Spitfire				
948-1275 Sprite/Midget	222-275	\$564.95	\$508.95	
1500 Midget/Spitfire - Water Choke	222-255	589.95	530.95	
1500 Midget/Spitfire - Electric Choke	222-256	589.95	530.95	
1500 Midget/Spitfire - Manual Choke	222-257	559.95	503.95	
TR250-6				
TR6	222-420	\$1,195.00	\$1,075.95	
TR7				
TR7	222-410	\$1,195.00	\$1,075.95	

Chrome Crested Filters

1½" SUs - MG Logo	223-290	\$49.95	\$39.95
1½" SUs - SU Logo	223-295	49.95	39.95

Weber DCOE Conversion

Sprite/Midget				
948-1098 Sprite/Midget	222-440	\$859.95	\$773.95	
1275 Sprite/Midget	222-450	859.95	773.95	
TR2-4A				
TR3 from TS13052E-TR4A	222-540	\$1,645.00	\$1,480.95	



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SU Solid State Fuel Pump

Negative Ground

MGB from (c)44439, BJ8 from 28225, XJ6 1968-'75	377-255	\$184.95	\$162.95
BN4 from 60413 to BJ8 28224	377-265	449.95	386.95
TC-TF to (c)1509	377-205	189.95	167.95
1098-1275 Sprite/Midget	377-285	169.95	149.95
MGA, MGB to 44438, BN1-BN4 TO 60412, Late TF	377-225	199.95	175.95
1098-1275 Sprite/Midget	377-295	173.95	153.95

Positive Ground

BN4 from 60413 to BJ8 28224	377-275	\$439.95	\$378.95
MGA, MGB TO 44438, BN1-BN4 TO 60412, Late TF	377-235	210.95	185.95
MGB from (c)44439	377-245	210.95	181.95
TC-TF to (c)1509	377-215	189.95	167.95



Wide Band O2 Sensor, Controller & Gauge

w/Digital Gauge	982-100	\$299.95	\$263.95
w/Analog Gauge	982-105	349.95	307.95



Ram Pipe Sets

1 1/4" SU - Long	372-405	\$49.95	\$42.95
1 1/2" SU - Long	372-410	49.95	42.95
1 3/4" SU - Long	372-435	49.95	42.95
1 1/4" SU - Short	372-425	49.95	42.95
1 1/2" SU - Short	372-415	49.95	42.95
1 3/4" SU - Short	372-445	49.95	42.95

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SU Competition Double Ended Fuel Pump

Non Polarized - Standard Points	377-036	\$379.95	\$334.95
Negative Ground - Solid State	377-335	449.95	395.95

TR6 Premium Fuel Pump

Premium Fuel Pump	377-061	\$48.95	\$39.95
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Facet Solid State Fuel Pump

Solid State Fuel Pump	377-420	\$75.95	\$64.95
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Vacuum Units

Austin Healey

BN1, BN2 to C.E.230360	551-040	\$89.95	\$77.95
BN2 from C.E.230361	560-500	89.95	77.95
BJ7 from (e)29F-H3563	560-511	89.95	77.95
BJ8	560-512	89.95	77.95

MGA

1500, 1600, 1622	163-606	\$89.95	\$77.95
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MGB

1962-'67 Distributor 40897	163-665	\$89.95	\$77.95
1962-'67 w/Distributor 41156, 41290	560-151	89.95	77.95

TR2-4A

TR2 to TS8212 Distributor 40403	551-020	\$89.95	\$77.95
Late TR2-3A thru 1959 Distributor 40480	551-080	89.95	77.95
TR3A 1960 on, TR3B 83mm Distributor 40698	551-090	89.95	77.95
TR3B 86mm thru TR4A Distributor 40735, 40795	551-046	89.95	77.95

TR250-6

1972-'76 - Vacuum Retard Unit	560-157	\$79.95	\$68.95
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Upgraded Ignition Wire Sets

Austin Healey

Magnecor - 6 Cylinder	143-560	\$94.95	\$83.95
Cobalt Wire Set - 6 Cylinder	171-665	37.95	30.95
Cobalt Wire Set - 4 Cylinder	571-005	34.95	27.95

Classic Mini

Silicone 8mm - Red	117-255	\$28.95	\$23.95
Silicone 8mm - Blue	117-256	27.55	22.95
Silicone 8mm - Yellow	117-257	29.95	24.95
Cobalt Wire Set	171-662	34.95	27.95

MG T-Series

Cobalt Wire Set	171-659	\$34.95	\$27.95
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MGA

Cobalt Wire Set	171-659	\$34.95	\$27.95
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MGB

Cobalt Wire Set - MGB	171-659	\$34.95	\$27.95
Cobalt Wire Set - MGC	171-665	37.95	30.95

Spitfire

Cobalt Wire Set	171-663	\$34.95	\$27.95
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Sprite/Midget

Cobalt Wire Set - 948-1275	171-662	\$34.95	\$27.95
Cobalt Wire Set - 1500	171-663	34.95	27.95

TR2-4A

Cobalt Wire Set	571-005	\$34.95	\$27.95
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TR250-6

Cobalt Wire Set	571-012	\$37.95	\$30.95
High Performance Wires	143-560	94.95	83.95

TR7

Cobalt Wire Set	571-015	\$34.95	\$27.95
Performance Wires	143-550	76.95	67.95

Ignition wires are good at looking innocent. It's hard to visually tell when they've gone bad. Deteriorating wires can cause hard starting (particularly during wet weather), poor fuel economy, rough idle, and hesitation when accelerating. For some reason, we're quick to blame moving parts first—or the carburetor. Replacing old ignition wires is a simple maintenance job that can save you from needing more expensive work down the road if you neglect them.



MG T-Series 45D Distributor
 45D Replacement Distributor 143-002 \$429.95 **\$378.95**



4-Cylinder Race Distributor
 45D Race Distributor 143-165 \$294.95 **\$241.95**



Sports Coils
 For Non-Ballasted Systems 143-200 \$35.80 **\$30.95**
 For Ballasted Systems (Not Lucas) 117-264 68.50 **54.95**



Mallory Unilite Electronic Distributor
 Distributor - 4 Cylinder 143-155 \$629.95 **\$566.95**
 Distributor - 6 Cylinder 543-045 609.95 **548.95**
 Cap - 4 Cylinder 143-175 32.95 **28.95**
 Cap - 6 Cylinder 143-225 34.95 **30.95**
 Rotor - 4 Cylinder 143-285 18.95 **16.95**
 Rotor - 6 Cylinder 143-280 18.95 **16.95**



Mallory Dual Point Distributor
 Distributor - 4 Cylinder 143-180 \$359.95 **\$323.95**
 Distributor - 6 Cylinder 543-040 364.95 **328.95**
 Rotor 143-190 9.95 **8.95**
 Condenser 143-195 9.95 **8.95**



Crane XR700 Electronic Ignition
 Lucas Point Distributors 222-680 \$154.95 **\$136.95**



Suspension Bushing & Mounts

Austin Healey

Prothane Front Lower Link Bushing Set	021-199	\$127.95	\$108.95
Camber Adjustment Bushing Set	282-308	29.95	23.95

Classic Mini

Poly Front Forward Mount - Each	114-800	\$24.30	\$20.95
Alloy Front Top Mount - Pair	114-810	42.20	35.95
Steel Front Rear Mount - Pair	114-819	54.95	46.95
Alloy Front Forward Mount	114-822	53.95	45.95
Superpro Front Sub Top Mount	114-805	17.50	14.95
Superpro Lower Arm Bushing - Each	115-032	12.95	11.95
Superpro Car Kit - 1976 on	117-383	144.95	123.95
Superpro Running Kit - 1965-'76	117-387	64.95	55.95
Superpro Car Kit - 1965-'76	117-389	114.95	94.95
Superpro Front Kit - 1976 on	117-390	108.95	92.95
Superpro Rear Subframe Front Mount - 1976 on	117-393	10.40	8.95
Superpro Front Kit - 1965-'76	117-395	56.95	45.95
Superpro Rear Kit - 1976 on	117-396	41.95	35.95
Superpro Running Kit - 1976 on	117-400	99.95	85.95
Superpro HD Engine Stabilizer Kit	117-401	10.80	8.95

MGT-Series

V8 Lower A-Arm Bushing Kit	280-498	\$12.95	\$10.95
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MGA

Leaf Spring Front Eye Kit	267-514	\$24.45	\$20.95
Complete Rear Spring Kit	267-518	74.95	65.95
V8 Lower A-Arm Bushing Kit	280-498	12.95	10.95

MGB

Prothane Front Kit - 1962-'74	264-918	\$84.95	\$73.95
Prothane Front Kit 1975-'80	264-928	89.95	77.95
Prothane Rear Spring Kit	267-538	99.95	87.95
V8 Lower A-Arm Bushing Kit	280-498	12.95	10.95
Poly Cross Member Pad Kit - 1963-'74	281-410	24.95	21.95
Poly Cross Member Pad Kit - 1975-'80	281-415	27.95	23.95
Camber Adj. Bushing Kit	282-308	29.95	23.95
Prothane Gearbox Mounting Bushing Kit	282-338	25.95	22.95
MGC Polyurethane Bushing Kit	780-918	357.95	314.95

Sway Bars

MGB

Front Sway Bar - 5/8"	454-965	\$134.95	\$114.95
Front Sway Bar - 3/4"	454-945	149.95	127.95
Front Sway Bar - 7/8"	454-955	249.95	199.95
Solid Sway Bar Mounts - 3/4"	263-435	74.95	61.95
Solid Sway Bar Mounts - 7/8"	263-445	79.45	65.95
Sway Bar Install Kit - 5/8"	454-978	97.50	79.95
Sway Bar Install Kit - 3/4"	454-948	78.95	67.95
Sway Bar Install Kit - 7/8"	454-958	94.95	81.95

Sprite/Midget

Front Sway Bar - 3/4"	264-555	\$194.95	\$155.95
Solid Sway Bar Mounts - 3/4"	263-435	74.95	61.95

TR2-4A

Front Sway Bar Kit - 3/4"	660-940	\$269.95	\$237.95
Rear Sway Bar Kit - 5/8"	660-945	259.95	223.95

TR250-6

Uprated Sway Bar End Links	667-721	\$46.95	\$37.95
Rear Sway Bar Kit	660-970	199.95	175.95

TR7-8

Front Sway Bar - Heavy Duty	071-971	\$209.95	\$184.95
Rear Sway Bar - Heavy Duty	071-972	179.95	154.95

Sprite/Midget

Nylatron Upper Trunnion Bush - Standard (Each)	264-585	\$17.95	\$15.95
Nylatron Upper Trunnion Bush - Negative Camber (Each)	264-595	17.50	13.95
Prothane Rear Spring Kit (1/2 elliptic spring)	266-418	72.95	62.95
Prothane Front Suspension Kit	280-938	42.95	36.95
Camber Adjusting Bushing Set	282-308	29.95	23.95

TR2-4A

TR2-3B Delrin Center Tie Rod Bush & Pin Kit	667-042	\$77.95	\$68.95
TR4A Prothane Front & Rear Bush Kit	680-138	154.95	133.95
TR2-4A Poly Upper A-Arm Set	681-235	19.95	17.95
TR2-4A Poly Front Shock Upper Pad Set	681-245	10.95	9.95
TR4A Poly Rear Shock Pad Set	681-245	10.95	9.95
TR4A Poly Rear Trailing Arm Set	681-255	39.95	34.95
TR4A Poly Lower A-Arm Set	681-275	29.95	25.95

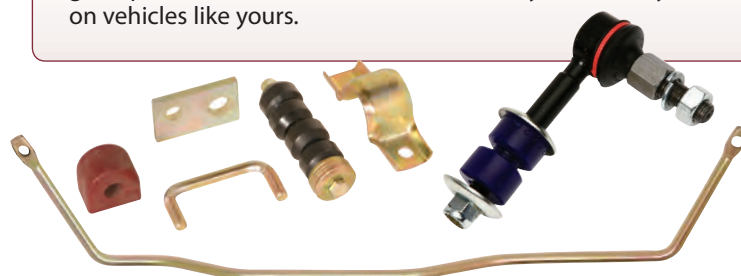
TR250-6

Poly Differential Mount Set (2 pieces)	680-076	\$53.95	\$45.95
Differential Mount Stabilizer Cup Kit	680-077	79.95	70.95
Prothane Front & Rear Bush Kit	680-138	154.95	133.95
Poly Upper A-Arm Set	681-235	19.95	17.95
Poly Front Shock Upper Pad Set	681-245	10.95	9.95
Poly Rear Shock Pad Set	681-245	10.95	9.95
Poly Rear Trailing Arm Set	681-255	39.95	34.95
Poly Front Sway Set	681-265	12.95	11.95
Poly Lower A-Arm Set	681-275	29.95	25.95
Heavy Duty Differential Reinforcing Kit - Front	850-795	119.95	98.95
Heavy Duty Differential Reinforcing Kit - Rear	850-796	78.55	64.95
Front Poly Differential Mount Set	850-798	32.95	28.95

TR7-8

Subframe Bush Set	871-015	\$73.20	\$62.95
Front Lower Inner Bush - Each	871-020	7.95	6.95
Rear Upper Strut Bush - Each	871-025	8.30	6.95
Rear Lower Arm Bush - Each	871-030	19.95	16.95

For controlled handling, roll is the enemy. More roll puts more weight on the outside tires and less on the inside tires, reducing traction. Unbalanced weight also messes up steering. Try moving from side to side standing on one foot compared to two and you'll understand. Ideally the body of your car would remain flat through a turn so that the weight stays distributed to all four tires. This in simple terms is the job of a sway bar. A sway bar acts to keep the car's body flat by using torque to compress the suspension on the lighter side of the vehicle. The thickness of the sway bar determines the cornering stiffness. The size of the sway bar that is right for you depends on how you like to drive. Clubs and forums are a great place to learn what owners have to say about sway bars on vehicles like yours.



ADRENALINE RUSH take it to the next level

CRAVES - THE - CORNERS FEED YOUR BRITISH HOLD ON TIGHT Rubber, meet road STOCK

We've all witnessed it: A car barreling down the highway with blown shocks looking like the wheels are going to shake the car into oblivion. We pass them leaving as much room as possible and then wonder if the driver has a clue of what's going on.

A car's handling doesn't usually disintegrate without warning. Shocks and springs wear out with tell-tale signs. Is your ride more jarring than you think it should be? Are your shocks rusty or is fluid leaking from them? Does your car sag a bit to one side? Fresh shocks and springs can do wonders to improve your ride and handling. Convertibles especially benefit from a well-tuned suspension. It's the suspension's job to soak up the road's imperfections and not the chassis or your spine.



Shocks & Springs

Austin Healey

Heavy Duty Shock Valve - Front	655-060	\$42.95	\$34.95
Heavy Duty Shock Valve - Rear	655-070	42.95	34.95
Adjustable Shock Mount Kit	856-115	719.95	619.95

Classic Mini

Coil Over Kit - Lower Height	115-029	\$1,499.95	\$1,229.95
Coil Over Kit - Standard Height	117-039	1,399.95	1,203.95
Softer Coil Spring Kit - Blue	117-037	809.95	696.95
Spax Front Shock - Standard Height	115-003	146.95	124.95
Spax Front Shock - Lowered Height	115-005	133.95	113.95
Spax Rear Shock - Standard Height	115-056	129.95	110.95
Spax Rear Shock - Lowered Height	115-062	136.95	116.95
Gaz Front Shock - Lowered Height	117-376	107.95	91.95
Gaz Front Shock - Standard Height	117-384	104.95	89.95
Gaz Rear Shock - Standard Height	115-054	106.95	90.95
Gaz Rear Shock - Lowered Height	115-055	106.95	90.95
Gmax Lowered Shock - Front	117-391	61.95	52.95
Gmax Lowered Shock - Rear	117-392	61.35	52.95

MG T-Series

Front Shock Kit - TD-TF	264-398	\$999.95	\$859.95
Tube Shock Conversion - Rear - TD-TF	267-658	624.95	531.95

MGB

Front Spring Spacer	264-325	\$19.95	\$15.95
Heavy Duty Shock Valve - Front	264-345	36.95	29.95
Heavy Duty Shock Valve - Rear	267-975	32.95	26.95
Front Springs - Road/Lowered 550	264-387	55.95	47.95
Front Springs - Road/Sprint 550	264-395	51.95	44.95
Spax Front Shock Kit	264-677	609.95	536.95
Moss Front Shock Kit - KYB	268-122	509.95	433.95
Rear Lowering Kit - Tube Axles	268-140	85.95	68.95
Rear Lowering Kit - Banjo Axles	268-165	104.95	83.95
Rear Springs - RD 6 Leaf 1" Lower	456-215	179.95	152.95
Rear Springs - RD 6 Leaf 2" Lower	456-225	179.95	152.95
Rear Springs - GT 7 Leaf 1" Lower	456-375	169.95	144.95
Rear Springs - GT 7 Leaf 2" Lower	456-385	179.95	152.95

Spitfire

Spax Front Shocks	264-693	\$178.95	\$152.95
Spax Rear Shocks	264-694	178.95	152.95
Front Coil Springs	661-615	59.95	50.95

Sprite/Midget

Heavy Duty Shock Valve - Front	264-027	\$24.95	\$20.95
Front Tube Shock Kit by Frontline-Costello	268-168	1,195.00	1,051.95
Front Coil Springs - Lowered	264-605	44.95	38.95
Front Suspension Lowering Kit	264-665	19.95	17.95
Rear Tube Shock Conv. Kit - 1964-'74	264-675	473.95	417.95
Rear Tube Shock Conv. Kit - 1975-'80	264-676	473.95	417.95
Rear Lowering Spring - 1" - 1964-'74	264-685	174.95	148.95
Rear Lowering Spring - 2" - 1964-'74	264-705	199.95	169.95
Rear Spring Lowering Kit (½ Elliptical)	268-170	104.95	86.95
Moss Rear Shock Conversion Kit	268-288	219.95	189.95

TR2-4A

Heavy Duty Springs - Front	670-178	\$109.95	\$94.95
Adjustable Front Shocks - Koni - TR2-4	670-080	178.95	153.95
Adjustable Front Shocks - Koni - TR4A	670-090	\$268.95	\$231.95
Spax Shocks - Front - TR4A	264-697	176.95	150.95
Rear Tube Shock Kit - Monroe - TR4A IRS	670-118	249.95	212.95
Rear Tube Shock Kit - Koni - TR4A IRS	670-128	539.95	458.95
Rear Tube Shock Kit - TR4 to CT23382	670-166	409.95	360.95
Heavy Duty Springs - Rear - TR4A	670-168	119.95	103.95

TR250-6

Heavy Duty Springs - Front Lower	670-178	\$109.95	\$94.95
Spax Shocks - Front	264-697	176.95	150.95
Adjustable Front Shocks - Koni	670-090	268.95	231.95
Rear Tube Shock Kit - Monroe	670-118	249.95	212.95
Rear Tube Shock Kit - Koni	670-128	539.95	458.95
Heavy Duty Springs - Rear Lower	670-188	119.95	103.95

TR7

KYB Front Gas Strut	071-390	\$99.95	\$85.95
KYB Rear Gas Shock	071-395	84.95	73.95
Heavy Duty Spring Set	071-428	279.95	246.95

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Miscellaneous Suspension Upgrades

Classic Mini

Rear Negative Camber Brackets - Non Adj.	114-801	\$96.35	\$79.95
Rear Negative Camber Brackets - Adj.	114-811	86.95	71.95
Adjusta-Ride Kit - Front	115-004	144.95	118.95
Negative Camber Bottom Arms - 1.5"	115-025	128.95	109.95
Heavy Duty Tie Bars	115-030	69.75	59.95
Adjusta-Ride Kit - Rear	115-057	164.95	140.95
Budget Adjusta-Ride Kit	117-369	188.95	160.95

MGB

Castor Correction Kit by Frontline-Costello	264-855	\$273.95	\$232.95
Anti-Tramp Bar Kit - Tube Axle	454-935	419.95	356.95
Anti-Tramp Bar Kit - Banjo Axle	454-936	416.95	354.95

TR2-4A

Upgraded Front Spindle Kit	661-293	\$379.95	\$334.95
TR3-4 Rear Axle Locator Kit	674-478	77.95	68.95
TR4A IRS Adj. Trailing Arm Brackets	852-055	189.95	167.95

TR250-6

Upgraded Front Spindle Kit	661-293	\$379.95	\$334.95
Adjustable Trailing Arm Brackets	852-055	189.95	167.95

TR7-8

Front Anti Dive Kit	871-000	\$52.30	\$44.95
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Steering

Classic Mini

Steering Quick Rack - LHD	114-902	\$219.95	\$186.95
Steering Quick Rack - RHD	114-933	194.95	165.95

MG T-Series

Tompkins Steering Kit	260-118	\$179.95	\$152.95
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MGA

Rack and Pinion Assembly	263-100	\$239.95	\$206.95
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MGB

Rack and Pinion - Chrome Bumper	453-619	\$169.95	\$149.95
Rack and Pinion - Rubber Bumper	453-627	179.95	158.95

Spitfire

Quick Rack	667-185	\$224.95	\$191.95
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Sprite/Midget

Steering Rack - Mid-1973 on Midget	668-000	\$179.95	\$152.95
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TR2-4A

Quick Rack TR4 from CT20064-TR4A	667-175	\$219.95	\$186.95
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TR250-6

Quick Rack	667-175	\$219.95	\$186.95
Steering Rack Solid Mount Conversion	667-288	56.95	45.95

Axles

Sprite/Midget

Nitrided Axle Shaft - Disc Wheels	265-302	\$348.95	\$296.95
Upgraded Axle Shaft - Disc Wheels	265-305	368.95	313.95

TR4A-6

Upgraded Sliding Axle	675-555	\$399.95	\$351.95
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Limited Slip Differentials

Classic Mini

Evolution LSD - 45/45 Ramp - Rally	114-636	\$1,257.95	\$1,106.95
Evolution LSD - 90/50 Ramp - Road	114-639	1,257.95	1,106.95

MGB

Tube Type Axle	267-055	\$1,795.00	\$1,615.95
Banjo Rear Axle	267-065	1,888.95	1,662.95

TR2-4A

Solid Axle	674-065	\$1,995.95	\$1,796.95
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September

30-Oct 2 30th Annual Fall British Car Festival
Waynesboro, VA | Wes Maupin (540) 396-3411,
rwmaupin@yahoo.com

30-Oct 2 The TVR Car Club NA presents Out of the Woodwork Car Gathering
Mercer County Park, NJ | www.tvrccna.org

October

1 Woodstock British Car Show
Woodstock, NY | www.woodstockbritishcarshow.com

7 6th Annual Festival of Speed Orlando
Orlando, FL | www.festivalspeed.com

7-8 Nashville British Car Club Show
Nashville, TN | www.nashvillebritishcarclub.org

8 Brits at the Village
Lahaska, PA | www.phillyMGclub.com

9 The 16th annual "Hunt Country Classic" All British Car Show
Middleburg, VA | www.mgcarclubdc.com

14-16 Southeastern Fall Gathering of the Faithful
Athens, GA | www.semgr.org/gof/registration.pdf

15 St. Bernard's Annual Car Show & Dinner
Tracy, CA | Jim Peterson: Trikisman@aol.com

22 South Alabama British Car Club's 21st Annual British Car Festival
Fairhope, AL | www.sabcc.org

22 Tampa Bay Austin Healey Club 25th Annual All British Car Show & Autojumble
Safety Harbor, FL | www.TBAHC.com

30 Richmond Triumph Register's 3rd Economy Run
Richmond, VA | www.richmondtriumphregister.info

November

5 British Motor Club of the Cape Fear Annual Car Show, Brits at the Plantation
Wilmington, NC | Dale Masters (910) 398-5809,
dcllmasters@att.net

www.MossMotors.com/facebook

The Moss Facebook community is growing every day. It's fun, informative, and a great place to get connected with British car fans. Plus, all the events listed in British Motoring—and much more information—are listed on the Events page on Facebook. Check it out!



A new way to promote your British Event!

www.MossMotors.com/AddYourEvent

Invite Moss Friends to your British car event by filling out a simple online form. Event submissions will be posted almost immediately to the Moss Facebook page. Get a great turnout—you tell your Facebook friends and we'll tell ours! We will also publish your event in the next issue of British Motoring if time and space allows.




Would you like Moss goodies for your event?

Moss is pleased to help support the success of your events by sending gifts, discounts and other fun stuff. Every year hundreds of British car events all over the country create a sense of community and fun, and we're proud to commit our support! Please submit your request at least two months prior to your event. The sooner we get your event in our system, the more likely we'll have time and resources to send you lots of goodies. Also note: Only one request per club per year will be considered.

Submit your request with the following information to:
events@mossmotors.com or Moss Motors, ATTN Club Support Coordinator,
440 Rutherford St., Goleta, CA 93117

- 1) The date, location and title of your event.
- 2) How many people/cars you are expecting to attend.
- 3) ONE contact person's information – phone, email address, etc.
- 4) A street address where we can send goodies via UPS.

Have a wonderful season!



Never stop discovering.

At a very early age we discover cars, and the mystery and wonder of them fuel our imaginations and dreams. They take on a role in our lives far greater than a mere machine. Cars are like good friends, and they respond to the care we give them.

Or, maybe we just think they do. But even if it's just in our minds, that too is real.

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Hardcore enthusiasts get a thrill out of driving with the top down no matter the weather. “When you’re moving you hardly get wet,” they say. Bravo! An admirable stand to take—but even the most eccentric driver has their limit. Fortunately, when a convertible top is up, looks great and performs through the worst weather, British sports cars are a blast to drive and cozy, too. Still, if raising your high-quality top matters not to you, foul weather friend, keep up your top down mantra.



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