

 **British
Motoring**



SUMMER 2002
Volume 21 Number 2



MG Car Nut
Jaguar Revolution
The Forgotten Healey

MOSS

British Motoring

BRITISH MOTORING MANAGEMENT

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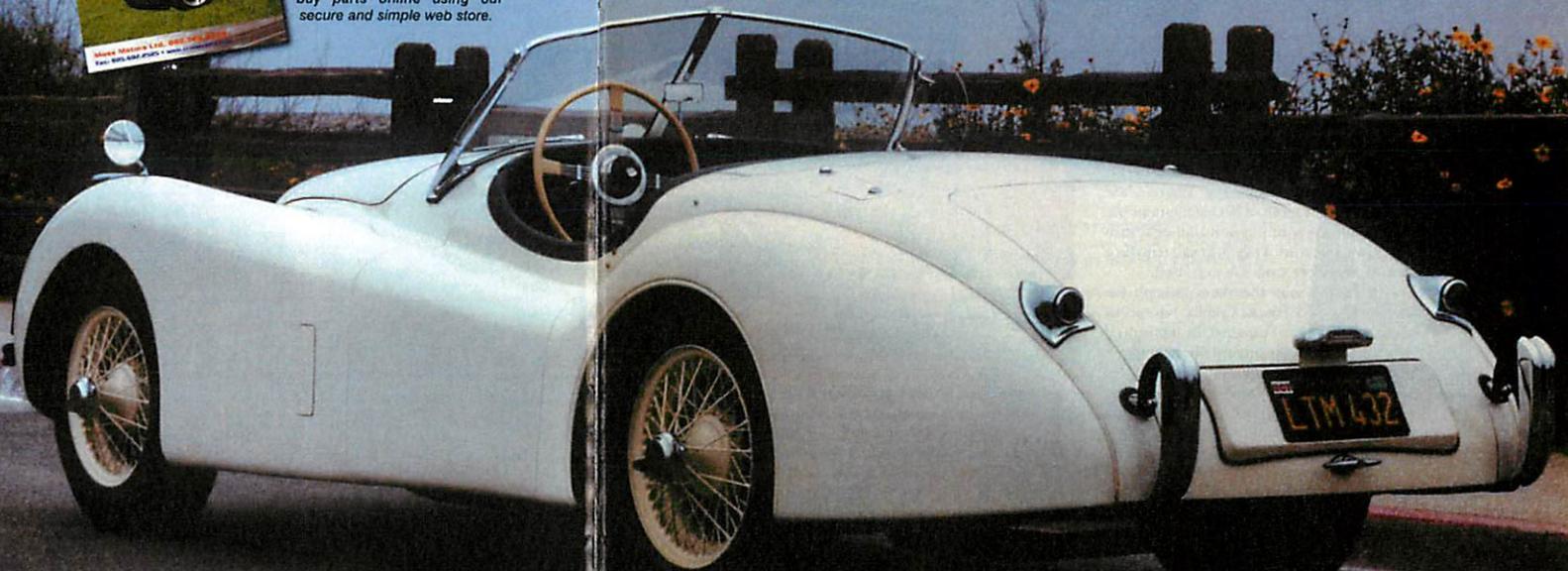
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The new Moss Mini catalogue, available June 24th.

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On The Cover: The graceful lines of Sir Lyons' signature sports car, the XK120, reflect a style that rejuvenated the automotive industry following World War II. Photography by Alan Paradise.

On This Page: The mighty Pacific Ocean is obscured by an early-morning marine layer as this white XK120 waits for the summer sun. Photography by Joy Keller.

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letter box

Feedback, comments and questions from readers.

I was pleased to see the reproduction of the picture of the Austin Healeys as the two page spread in the Autumn 2000 British Motoring. The photo was taken in St. Charles County, Missouri, on a joint drive sponsored by The Austin Healey Club and the MG Club in St. Louis. This section of road has since disappeared. The one-lane bridge on Highway 94 south of Weldon Springs has been replaced and the road is now no different than any modern two-lane road. Truly, that still remains a vivid memory, but there is no way to go back.

My wife Sharon took the photo through the front window of a 1985 Toyota Corolla. No special camera, just a cheap 35mm captured the moment. If you check your copy of the original photo before it was tastefully cropped for publication, you can see part of the blue dash in the lower right hand corner of the photo. It was entered in a Moss Photo contest and won a gift certificate, awarded in my name, that was used to purchase chrome air cleaners for my MGA. The photo again appeared in *British Motoring* and once again a certificate was awarded. All of this greatly amused my wife, who allowed me to use the gift certificates.

The original photo has remained on the wall of both high school auto shops that I have taught in the Parkway School District. Hundreds of students have enjoyed this photo especially because the red Healey was owned by Jim and Libby Cravens. Libby was an art teacher at one of the elementary schools and many of the students had had her as their teacher. There is the possibility that Keith Bester is in the silver blue Healey in front of the Cravens.

I was glad to see this photo again reproduced. It was with sadness that one realizes this image is one that can never be recreated at the same spot. Fortunately many other adventures and beautiful moments await those who take the time to love and care for great cars and moments with friends. Just don't forget the camera.

Bob Horzmann
Ballwin, Missouri



I must thank you for every issue of *British Motoring*. The quality of every issue is such that were it on the newsstand, I would buy it. I had planned on becoming your customer of the millennium by restoring the first car I ever owned, a 1964 Mk 1 Midget. I got it when I was 13 years old and sold it two years later. In 1994, I thought it would be fun to find it and see if it was for sale. I did a title search only to find it hadn't been licensed since I had owned it 20 years earlier. The fellow I had sold it to had an untimely death only a few months after purchasing the car. The man's widow simply had the car pushed out into a swamp, where it sat for the next 20 years.

I brought the car home thinking, with my knowledge of Spridgets and Moss Motors, this will be a snap. Wrong. I think they've brought up items from the Titanic with less corrosion. The rear springs crumble in my hands. And there was this neat little hole in the side of the block. The rear bulkhead, cowl, trunk, floorpan, all crumpled at the lightness of tapping. Alas, poor Midget, I knew him well.

I now hope to find one in better condition (which would be every Midget out there) and once again be in good stead with your parts department.

Rob Ottum
Grand Forks, ND

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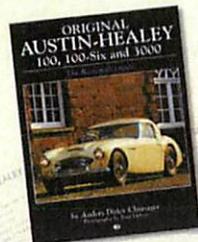


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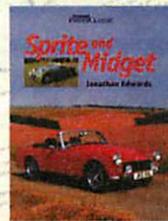
TR250, 6 book for sale now for \$24.95. See page 51 of the Most Motors Summer Sale in this issue.



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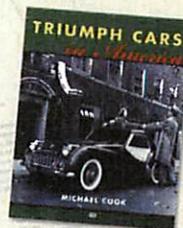
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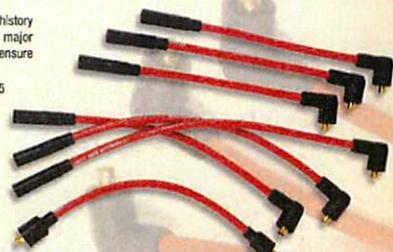
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Triumph Cars in America by Michael Cook

Finally a book that focuses specifically on the most important market for the Triumph motor company. The inside story of how the cars became established and developed in this country. Paperback, 192 pages.

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THE BIG ENGINE THAT COULD

Jaguar's XK Series Wakes the Post-War World

America's love affair with the automobile is so well documented, it has become more than just a cliché — it has moved comfortably into the banal land of things that are taken for granted. Consumers are spoiled brats of industry to an extent, wanting to see a new car model before the fenders have taken shape. What if there was a period of time, say three-and-half years, where there wasn't a need for new car salesmen, new car loans or automotive advertising because there are no new cars? This is not the plot of a diabolical anti-automotive screenplay, but a period of time the world experienced during World War II.

About 16.3 million Americans served in the U.S. armed forces. After the war, their first wish was to go home. High among their other dreams was a new car. U.S. automakers were standing in line to help feed this demand, having spent the previous three

years in the war goods business. In addition to the U.S. auto contingent, ally England was also primed to move the world with its new designs. Under the creative direction of William Lyons, Jaguar succeeded in making a move that would endear enthusiasts for a lifetime.

A Desire For More

Lyons had already made it through the First World War when his life began to take shape. During his early years in the English midlands, Lyons gave little



predilection that he would grow up to create legendary sports cars. A motorcycle enthusiast who was fond of racing his Harley-Davidson, Lyons obtained an apprenticeship with Crossley Motors, a Manchester-based car builder. But at just 17-years old, he was not ready to tackle the machinist trade, so he returned home.

Things started to change when Lyons met William Walmsley, who moved into his neighborhood after World War One. Like Lyons, Walmsley had a passion for motorcycles. After purchasing a military surplus Triumph, he fitted it with a sidecar of his own design. Walmsley's attractive and well-made sidecar offered a business opportunity that Lyons encouraged him to pursue. In time the two men established the Swallow Sidecar Company.



The business eventually branched out from building sidecars to automobile bodies. Custom coachwork was very popular in Britain, and Swallow began to prosper by building bodies for the Austin Seven. In the Thirties, Lyons moved forward again, shifting Swallow to building entire motor cars. Lyons knew that he couldn't base his business solely on sports cars, so he was very careful to build his line around sedans. However, he always seemed to have a special love for two-seaters. The company's SS 90 soon gave way to the SS 100, one of the best all around sporting machines of the mid- and late-Thirties.

From 1939 until the late Forties, World War Two put a huge dent in the progress of the British auto industry and cost Lyons his company's good name. "SS," as his company had come to be known (Swallow Sidecars), had taken on a devious connotation because of its Nazi association, so the company adopted the Jaguar name that it had first used on a mid-Thirties sedan.

Postwar Pickup

By 1948 Lyons was ready to kick his company into a higher gear. The end of the war unleashed pent-up demand both in Britain and the United States. Lyons wanted to be part of the next trend or, even better, he wanted to create it. To do this, he planned to make a bold statement at the 1948 Earls Court Motor Show.

Lyons had his engineering team, under the guidance of chief engineer William Heynes, design a modern line of sedans that would

have some longevity in the post-war marketplace. The accomplished team came up with a new chassis, complete with a very modern (for the day) torsion-bar independent front suspension, and an all-new dual-overhead cam six-cylinder engine. Jaguar Cars Ltd. was ready to go to show. Earls Court was the target, and if public reception to the show vehicle warranted it, Lyons projected a limited production run for the vehicle, perhaps 100 or 200 editions.

With this preliminary plan in place and time wasting, Lyons set his craftsmen to work. The sedan chassis was shortened to accept a "swoopy" two-seat roadster body whose shape, legend has it, came together in a period of just two weeks. True or not, there is no doubt that the body shape was advanced for its time and built in very short order.





Behold the XK

Housed within the graceful body was the XK engine, the stature of which would eventually reach epic proportions before it was finally put to pasture after 40 years of production. In an era when many production cars still offered flathead engines, Heynes and his staff put together a dual-overhead cam engine with hemispherical combustion chambers, not as a special "racing" powerplant, but for everyday use in sedans. With chain-driven camshafts operating huge intake and exhaust valves, it was an ingenious achievement.

The XK engine spun 160 horsepower from a displacement of 3.4 liters (210 cubic inches). Peak horsepower occurred at 5000 rpm, while peak torque of 195 pound-feet arrived at 2500. Not only did the engine offer terrific high-speed potential (the car was dubbed XK 120 because of its 120-mph capability), it was also wonderfully tractable around town in top (fourth) gear. Needless to say, the XK 120 show car was a sensation at Earls Court, and orders poured in so rapidly that Jaguar was obliged to re-engineer the body from hand-formed aluminum over ash to all-steel construction.

The XK140

Launched at the 1954 Motor show, the XK140 was very much an evolution of the XK120. This new iteration introduced new, more practical features, including rack and pinion steering.



Telescopic dampers replaced the outdated lever arm dampers. The engine and bulkhead were moved forward three inches compared to the earlier cars, and the extra space used to fit occasional — and very small — rear seats. The roadster did not have the extra seats. The exterior changed little from the 120, except for the fitting of much heavier bumpers, similar to those on the large MK VII.

The XK150

By 1957 the XK design was looking a little old-fashioned, and Jaguar had set new standards with the introduction of the Jaguar Mk 1 the previous year. Although the XK didn't grab much attention at the time, it is now recognized among enthusiasts for its refinement.



The car's appearance was updated with a one-piece curved windshield and a larger rear window (on the FHC). The wraparound window look was popular at the time. The curvature from front to rear fender was straightened, resulting in a portly look, and the roadster model was fitted for the first time with pushbutton external door handles and wind-up windows.

Servo-assist disc brakes were fitted and new and more powerful engine options were released. The roadster's firewall was moved back four inches, resulting in a longer hood and fenders. As with the previous XKs, standard (steel wheel) and special equipment models were available. By the time the XK150 stopped production, Jaguar had substantially shaken the market and readied the world for further advancements. As a sports car for the street, it created an entirely new market, particularly in the United States, where its success gave birth to the Chevrolet Corvette, and in Britain it was the precursor to many fabled Jaguar sports cars, including the D and E-Types. 



The MANY FACES OF THE XK120

The Jaguar XK Series

XK120

The original and "purest" of the XK range. Designed in 1948 as a limited-edition model to showcase the new and ground-breaking XK engine, the first cars (242) were all constructed using aluminum body panels largely hand-formed over a steel bulkhead, with ash-framing to the rear, using traditional coachbuilding methods. These cars all had the 'roadster' or, more correctly 'open two seater' (OTS) body style, and all left the factory with steel wheels and spats over the rear wheels. The OTS conceals its hood under the leading edge of the rear tonneau panel, behind the seats, and the car has sidescreeens rather than wind-up windows. The alloy cars were then supplanted by externally identical steel-bodied XK120s in 1950, and the more luxurious and supremely elegant XK120 fixed head (FHC) was added to the range in 1951. Finally the similarly appointed but convertible XK 120 drophead coupe (DHC) was introduced in April 1953. Production: 12,061

XK140

Direct update of the XK120, with bulkhead moved forward by four inches (OTS/DHC) and six inches approx. (FHC) to give more



internal room. Bumpers and cast grille much more substantial than 120. More efficient cooling system, rack & pinion steering and overdrive option improved driveability. C-Type head option gave welcome performance improvement. All three body styles available from the outset (October 1954). Production: 8943

XK150

Introduced in May 1957 (FHC/DHC) and March 1958 (OTS), the 150 represented a more substantial change over the 140 than that model had shown over the 120. The body was about four inches wider, but mounted on much the same chassis, and with slimmer doors and a "straighter" wingline. The XK150 offered much more internal width than the 140. The greater space around the engine improved both accessibility and cooling. The 150 was a pioneer in the use of disc brakes all 'round. All models now had wind-up windows. Production: 9395 

Thanks to William Roobidge, Dan and Marnie Phillips and Richard Cavice for lending British Motoring their XK120s for the day.

Sometimes you feel like an

MGCARNUT



By Peter Calabrese

Robert Frost once wrote, "... Two roads diverged in a wood, and I — I took the one less traveled by..." So it is with me and my MG Midget.

While the purists among you Spridget owners may be content to drive the curvy back roads of the countryside in your stock Midgets or Sprites, I take the twisted, trial-and-error path to performance. Along the way I make frequent stops to experience life's pleasures and to check for oil leaks.

It all began about seven summers ago after my friend, Joe Puma, alerted me to a splendid red

Midget for sale which would ultimately become my first convertible MG adventure.

Originally, I had no restoration intentions. However, after the first summer, the engine and transmission were in need of some attention, since one smoked and other went thump, thump, thump. Successful removal of those two items prompted a full restoration of the engine bay. After all, a tar-coated yellow engine compartment doesn't really match a red chassis very well. Anyhow, the next thing I knew the engine, transmission and front fenders had taken over my garage... and so the work began.

Relatively speaking, money and free time were available in abundance — I was more than a few years out of college with several years of full-time employment completed. I was able to finish the engine, transmission and engine bay restoration project during the course of one winter via enrollment in an adult education British Car Repair class taught at a local high school by our club's chief technical advisor, Jim Pelletier.

When the car season began the following spring, my fiancé and I enjoyed all those things a couple can do with a red MG sports cars — car rallies, picnics, car shows, road trips, cruises to restaurants, etc. (Did you know that an arch of helium balloons over your car at a national MG convention does nothing to increase your chances of winning any awards, and might entirely discourage spectators from approaching your car? Or that Styrofoam, plastic sheeting and 15 pounds of HAPPY ICE can turn any Midget trunk into the ultimate Old Speckled Hen Beer cooler?)

Mechanically speaking, the car has undergone constant refinement, going against the old adage, "if it ain't broke don't fix it." I derive as much pleasure from working on the car as I do from driving it. Especially on those rare occasions when something I do works as planned.

Down through the years I've owned the Midget, a Weber DGV downdraft carburetor has given way to the free-breathing Weber DCOE sidedraft. Then there was the temperamental Judson Supercharger which ultimately led to my current induction set up — a 1970s-vintage Rajay turbocharger kit originally designed for racing Minis. Along the way I've assembled a nice collection of blown head gaskets as everlasting mementos in testament to things gone wrong.

The engine is bored 0.020" oversized to yield a theoretical 1293cc displacement with a compression ratio of 8.8:1. ARP rod bolts and main studs keep the engine from fragmenting. A Rajay turbocharger breathes through a slightly modified single SU HIF6 (1½") carburetor. The lonely SU sports a custom-filed needle profile, optimized over several months using an oxygen sensor in the exhaust side of the turbo. Air/fuel mixture readings from the L.E.D. sensor display (designed and constructed by Tim "Mr. Wizard" Weiskopff) is located in the drivers compartment.



A Turbonetics wastegate limits boost to 14 psi. Varmint mesh and fiberglass insulation wrapped around the hot side of the turbo keeps the heat out of the engine compartment. A portion of the Mobil 1 synthetic oil passing through the nine-row oil cooler flows through braided stainless steel hoses into a separate filtration system which lubricates and cools the turbo.

Clamped to the top of the original block with 11 ARP head studs is my imitation of a Cooper S-spec head — big stainless valves (1.401 intake and 1.22 exhaust) with hardened exhaust seats. A mild Kent 266 cam keeps the billet aluminum 1.5-ratio roller rockers dancing under a slanted, polished aluminum valve cover to the tune



played by the two-inch exhaust system and straight-through turbo muffler.

Sparks fired from the high output Lucas Sport coil are controlled by a Crane electronic ignition system. An MSD boost-retard box pulls the ignition timing back as the boost comes up — an absolute necessity to prevent ruinous piston damage. Otherwise, on your way to an auto show 90 miles from home you'll learn that piston number four melts before the other three.

I had a local radiator shop construct a custom fat-core, four-row radiator to handle the increased thermal demands associated with a turbo motor. I made the rad side tanks myself using the art of sheet brass origami. Clearance and air flow requirements necessitated I ditch the whimsical, yellow plastic fan for a high-flow electric pusher unit mounted forward of the radiator.



Wherever advantageous, I adapt components from other British models in the style of BMC/Leyland engineers. I changed over to the large diameter Austin Mini water pump pulley and the bigger MGB alternator pulley to slow these belt driven units down.

Bolted to the business end of the motor is the stock four-speed rib-case transmission which rotates the driveshaft into an early 4.22 differential. Rubber meets the road via 155R13

M&S tires mounted on wire wheels with spinners, reminiscent of the early days of motorsports when the drivers were fat and the tires were skinny.

Although not a muscle car, the Midget's impressive power-to-weight ratio and deceptively diminutive stature does take many drivers by surprise. While turbo lag makes the car a big disappointment



at low rpm, its an entirely different story once the turbo spools. At full throttle, above 4000 rpm there is a rapid buildup of boost and resultant torque, leading to an ever-increasing feeling of raw acceleration (fun). This continues unabated until I either lift off the gas, let the wastegate pop or allow the valves to float. Field tests mashing through all the gears have proven a turbo-powered Midget will handily out-trot a

factory 2001 Mustang. Similar experimentation with other field subjects has been known to result in prolonged grinning on my part.

The collection of goodies described above is far from optimal. Some items, in reality, may have a subtractive effect on performance. Nevertheless, the Midget is my way to display what I have found at local swap meets and the occasional eBay auction as I meander along the path to automotive bliss. ☺



Healey Marine

By John Sprinzel

During my visit to Sugar Lake, Minnesota, for the Austin Healey Club Conclave, it

was a real delight to see a virtual armada of beautiful wooden-hulled Healey Speedboats at the meet. An even greater thrill was for fellow guest Bob Olthoff and I to be taken for a spin in John May's immaculate version. The Austin Healey Club of America's president, Gary Lowndale, brought the family fleet of Healey Marine products and son Charlie later water skied behind his own boat, which was fitted with a 33hp Evinrude outboard motor.

When I joined the Donald Healey Motor Company in 1960, the boat venture was beginning to wind down, as so many companies had entered the field of boat building. Fiberglass was less expensive and rapidly became the material of choice. The original hulls were made of wood, a far more skilled process than the later plastic moldings. Also, the aroma of wood shavings made for a far more pleasant workshop atmosphere than the pungent smell of resin, which stayed as an acrid reminder in both boats and cars for many years after manufacture.

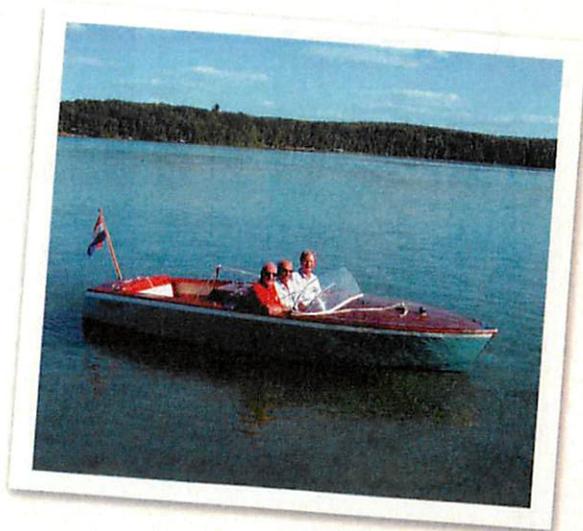
Originally, when Donald proposed making a Healey Speedboat in the mid-1950s, he and Stirling Moss had spent quite a bit of time in Nassau in the Bahamas. Both were enthusiastic about water skiing, so it would have been natural for the "Old Man" to interest himself in producing a better boat. Also, with the production of Healey cars now in the hands of the Austin Motor Company and Abingdon looking after the rally program, there was probably not enough action in Warwick

to fully occupy Donald's fertile mind. In his biography, he says he managed to persuade the others that speedboats could become the toys of the masses, but I'm pretty certain that what he proposed was usually what happened no matter how strong the debate.

The first version of the Healey Ski-Master was designed in Bridport, in England's West Country, by Geoffrey Lloyd, and was built in plywood with an outboard motor supplied by the U. Scott Atwater Company. I have come across one of these early versions, restored and now in storage in Oregon, although this has a 1956 Mercury Thunderbolt outboard, probably the owner's choice in place of the original specification. Hopefully, this historic Healey boat might appear at the 2002 Healey 50th anniversary "Open Roads" meeting at Lake Tahoe.

The boats in Minnesota were all the later versions with inboard engines. Generally, these boats were fitted with the 1500 Austin-Healey Marine engine. It was basically a marine version of the 1498cc BMC series B units with twin carburetors, as

continued on page 19



Twelve years In the Making

A club restoration project comes to an end



In October 2002, in the windy desert of Laughlin, Nevada, a Triumph TR-3 will be raffled off by the Desert Centre Triumph Register of America. It will be the culmination of a twelve-year club project that has seen its share of starts and stops.

In 1989, a fellow named Phil Hunt proposed the idea: a club restoration project that would serve as an educational test bed for technique and provide a focal point for club members. One year later, when another fellow named Bob Schaller donated a 1960 Triumph TR-3 to the club, the project took solid form.

Projects of restoration usually begin with the antithesis of creation: destruction. By taking something down to its essential components we are able to rebuild to specification and start fresh. The DCTRA did just this. Disassembly was carried out with a series of monthly work days. Over the course of three years – one day per month – the club stripped the TR-3 down to its nuts and bolts, ready for rebirth.

The sheet metal was rust-free with the exception of the rocker panels. These were removed and discarded. New steel was put in the rust's place. The

engine was machined by a club member, assembled with care and stored for insertion at a later date. The frame was stripped and dipped to remove all the dirt and grease, then painted. Suspension pieces were cleaned, replaced as needed, painted and reinstalled.

To pay for the parts needed, the club held garage and bake sales. The club treasury also contributed to the project. When enough muffins had been sold, the transmission was rebuilt and the differential serviced. A new fuel tank, fuel lines, brake lines and universal joints were installed.

As would be expected with a lengthy British car restoration, silly-looking scenes unfolded. One such spectacle featured six men pushing the TR-3 frame down the street as it was guided by one fine lady steering with a pair of Channellock pliers on the steering shaft. Barbecue cookouts were held to keep enthusiasm for the project going. Some of the wives also pitched in, cleaning parts, painting and assembling. When the frame was completed the car was moved to another member's garage where the body was cleaned and assembled.



Stripped frame and suspension ready for engine.



The engine and transmission are installed.



A group effort on the driveline.



The body is ready to mount.



Fitting the wiring.



The TR-3 awaiting final touches.

With the car becoming whole once again, it was moved to Roy Stoney's British Sports Car Service, and the rebuilding continued. At this point, the restoration slowed to a crawl. Then, Cliff Philpott was appointed to head up the forgotten project and things took off. He rallied the troops and monthly work days were re-instituted. Wiring was replaced, upholstery installed

and new tires were mounted and balanced.

Twelve years after the project began, the little red Triumph TR-3 with black interior is ready for the raffling block. Everything works properly and the car can be viewed at the DCTRA web site: www.dctra.org. Cuts, bruises, scrapes and club teamwork have conspired to bring back a classic. **D**

Belgian Spaniard

By Paul Richardson



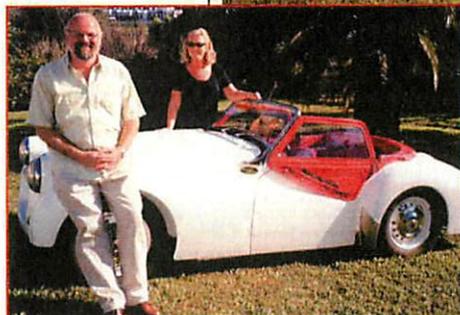
Francois Van Hoof's superb 1954 'long door' TR2

Touring the warmer climes of Europe while avoiding the English winter is full of surprises. When we arrived in the Marbella area on the southeastern coast of Spain, the nicest surprise was to cast an eye over a beautiful 1954 long-door Triumph TR2.

Francois Van Hoof, a Belgian who now lives in Spain, owns the car. He's been a Triumph enthusiast since he first drove a TR 250 in 1968 — while still at school in Belgium. He became an instant Triumph enthusiast and decided he must have a Triumph sports car. He bought his first Triumph, a secondhand TR6, after getting married to his wife Liliane in 1973 and the next year he bought a brand new one, which he still owns today. Thereafter, he

built up a complete collection of Triumph sports cars and became so interested in them that he started a Triumph Club in 1977. This club was recognized as the TR Register of Belgium in 1979.

Francois said of this time: "1979 was a very lucky year for me because that was the year I bought my TR2 — and I love this car. I also had an amazing opportunity to buy the entire stock of Triumph spares from the main dealer in Antwerp, which was closing down. I had no time to organize convenient storage so I transported all the spares, which completely filled a Bedford van three times, back to my home. I had Triumph spares piled everywhere, in the garage, and in every room of my house — even under the beds. All the factory Triumph parts



Francois and Liliane Van Hoof beside their TR2. They've driven 80,000 kilometers in this car — including the highest Alpine passes of Europe.

I'd bought were invaluable for the restoration and maintenance of my growing Triumph collection."

After enjoying a couple of beers on the patio of Francois' beautiful house we strolled over to his immaculate TR2 and I asked him what condition the car was in when he first bought it.

"The car, which was originally built by Imperia S.A. in Belgium, was a complete wreck," he replied, "It had been parked outside in the open for ten years with no soft top on, so it was completely rusted through in every panel. I did not start the restoration until 1985 because it was a major project and I did not have time to devote my full attention to it until then. Before starting the restoration I managed to complete my collection of Triumph sports cars. I bought a TR5 in 1980, followed by a TR4 — and in the mean time my father was restoring a TR4A. In 1984 I bought a TR3, a TR3A and a very rare 1954 Triumph TR2 'Francorchamps.' This car was essentially a TR2 — but with a closed coupe roof designed by the Imperia company. Unfortunately,

the car was more expensive than a Jaguar XK120 — so only 22 were ever sold."

As I looked over the TR2 it was easy to tell that the car had been built to concours standard. The inner and outer wings and body panels, had been fitted perfectly, with no unequal spacing between panels and the finish everywhere was immaculate. I asked Francois how he'd achieved this high standard. He replied, "I decided right from the start that I wanted to build a TR2 that would win a concours award at the TR Register convention in England. I had been judging cars since 1981, and I'd noticed many people had spent large amounts of money and effort restoring their Triumphs — but they had made mistakes on researching original, factory specification. I was determined not to make these mistakes myself so right from putting the first nut and bolt on my car I researched every detail before I fitted anything."

"When you started the rebuild, which areas of detail did you pay most attention — where mistakes are often made?" I asked.

"I suppose one of the main things concerned the



size of the soft top rear window on my TR2. I'd noticed that enthusiasts had restored TR2s by fitting TR3A rear windows. The TR3A window was much larger than the original one fitted to the TR2 on the production line. To get this aspect right I had a factory photograph of an original TR2, showing the rear window, put it on a computer and this was then scaled up to full size by calculation to get the original dimensions as near as possible. I was also careful to get the stitching and seams on the new carpets for my car positioned accurately — especially the seams on the carpet over the gearbox tunnel. This was also achieved by referring to original factory photographs. Naturally, people who make carpets for classic cars like to make them the most economical way, but I insisted that mine were made to the specification I wanted with the seams stitched in exactly the right places."

"As your rebuild was a major, ground-up restoration, did you have any problems obtaining spares?"

"Well, the fact that the car was rusted through everywhere created problems because in the early eighties there were no reconstructed body panels being made. When I bought the car, it was only fit for the scrap heap and almost every panel was destroyed with rust including the inner and outer wings, the sills, floor panels, the lower end of the bulkhead and the trunk and spare wheel compartment. Luckily, I had new factory inner and outer wings and floor panels from the stock I bought from the dealer in Antwerp, but all the rest had to be made by hand which was very time consuming."

"My car was an early model built at the Imperia SA factory in Belgium with chassis number 851, and



engines, but the cylinder head was beyond repair so I obtained a new one. I built the engine very carefully to standard specification. You see, I wanted a long lasting, reliable engine. I fitted an overdrive to the gearbox and rebuilt the original rear axle, which was derived from the Mayflower saloon. As you know, this early unit could give problems but I decided to keep this axle, rather than use one of the stronger units

with cars built in Belgium there were some differences in the choice of colors compared with those available from the factory in Coventry. Cars produced in Belgium were available in almost any color you wanted because Imperia produced cars for several manufacturers. My car, for instance, was produced in Alfa Romeo white, which was not quite the same as the white used in the factory at Coventry."

For the sake of originality, I decided to have the car sprayed the Alfa Romeo white because this was the original color of my car when it was first built at Imperia."

As Francois drove the car onto his lawn for a photo session, I noticed how beautifully the engine ticked over — obviously the carburetors and ignition were set up perfectly. I asked him if he'd rebuilt the engine himself.

"Yes, I completely rebuilt the engine, gearbox and axle. I had some problems with the cylinder block and head because they were both cracked. I had the crack in the engine block repaired by a company who specialized in this type of work on large marine

developed later, to keep my car original. I've never had any problems with it. My car was also fitted with a very early thermostat housing which was corroded beyond repair so I had a new housing made exactly to the specification of the original one. This was made from a solid block of aluminum at a local technical school in Belgium and took 60 hours to complete."

I asked Francois if he achieved his ambition to win a concours award with his car in England.

"Yes," he replied with a beaming smile. "This was a marvelous moment for me. It was in 1993 at the Triumph Convention in Shepton Mallet soon after I'd finished the restoration. Ten of us from the Belgian Club took our Triumphs to England for the show, and on the morning of the concours event all the wives in our group got together and cleaned and polished every inch of my car — even underneath it, which was fantastic. I entered my car in the standard TR2 and TR3 category and won the award for the best car in that category. I also won the best overseas entrant award, and at the end of the show I won the best car in show award."



Since that show, Francois and Liliane have toured every country in Europe with their treasured TR2, including Sicily, and the TR has reliably negotiated the highest Alpine routes of the French and Italian Alps and the high passes of the Pyrenees. Last year they organized and participated in a 6700-kilometer tour of Spain for Triumphs. Since the rebuild, the TR has clocked up 80,000 kilometers and is used regularly on ends for touring the local Spanish country roads.

This justly rewarded, prize winning TR2 restoration highlights the importance of researching, very accurately, the original specification of classic cars before starting a rebuild. This will avoid enormous disappointment, and expense, for those interested in building their car to concours standard. **B**

Healey Marine

continued from page 13

used in the first MG sports cars. Early models used the Morris Navigator transmission, but due to its tendency to creep in neutral, the American Warner Velvet Drive, which was hydraulically operated, was fitted to subsequent production versions. Stirling did much of the publicity for the Healey ski boats, and was an enthusiastic owner.

Among the various experimental versions was one fitted with Wally Hassan's Coventry Climax engine. Climax, you will recall, became the basis of Britain's Motor Racing endeavors before a change in regulations turned this task to the Ford Cosworth project. Other models of the boat featured much larger Austin Healey engines, the full Grand Prix Climax motor, producing some 180 horsepower, and even a Jaguar-powered version for Sir William Lyons, the boss of the Jaguar Car Company.

Demand for the ski boats was excellent, and 1750 were built and sold, mainly through the network of MG and Austin dealers throughout the world. Production of the wooden versions was moved to a furniture manufacturer in Yorkshire, but before too long the switch to fiberglass enabled the entire boat to be produced at the Cape in Warwick. The success of Healey's product was copied by a number of others, with making of hulls in plastic being a far simpler matter. While most were certainly not up to the quality of the original, such competition drove down the prices and made it difficult to maintain profitability in the Warwick operation. Making money out of boat building was never easy, especially in a product that involved so much labor-intensive craftsmanship.

It was enjoyable to see the wooden versions at Sugar Lake, all in superb condition and several on original Healey Trailers. It was obvious that these had been made by a sports car manufacturer, with sophisticated suspension, either with canted or transverse springs, to ensure that transportation and road holding were up to the standard demanded by Donald Healey, who was always the perfectionist. **B**

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AUSTIN HEALEY



1963 Austin Healey 3000 MK II. BJ7. Roll up windows and 60-spoke wheels. A cream puff that I've owned since 1975. Black interior/white top. 85,989 miles. \$24,900. 802-878-3454. VT



1966 Sprite. 39K miles, new top, tires, brakes, am/fm/cd. Original drivetrain, interior, original color repaint. Looks & drives great. 2nd in class in Denver show. \$6,000 obo. Delivery possible. 303-593-1251. Budman230@attbi.com. CO



1966 Austin Healey Mark III. BJ8L. Ice Blue over white. New water pump, brake servo, steering wheel, fuel pump, carpet, top and fuel tank. Garaged. \$22,000 obo. 252-441-8216. NC

1966 Austin Healey Sprite MK III. Blue w/ navy seats. New upholstery and carpets. 51,250 miles. New tires, front shocks, master cylinder and fuel pump. Solid body with original paint. Good mechanical condition. \$2,950. 818-883-3172. Los Angeles, CA

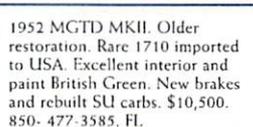
MG



1948 MGTC. Restored in 2000. Burgundy/cream w/ red leather. New springs, S/S exhaust. Rebuilt shocks & brake system. Alvin brake drums. 19" & 16" wheels. Steering box — Datson from Skip Kelsey. Safe & straight. \$28,000. 516-832-7615. IL/NY



1951 MGTD. 1500 miles on professionally rebuilt engine. Runs well, numbers match, body in original condition. No air cleaner, top fabric or side curtains. \$8,000. 847-853-8350. Darvex@yahoo.com. IL



1952 MGTD MKII. Older restoration. Rare 1710 imported to USA. Excellent interior and paint British Green. New brakes and rebuilt SU carbs. \$10,500. 850-477-3585. FL



1954 MGTF reworked in beautiful shape. Drives great, \$16,200, located in Ocean Springs, MS. Call Pete at 228-872-2927. MS



1958 MGA. Coupe. Insp. Red w/ black interior. Same owner last 39 years. Wife wants garage space. \$9,500 obo. 215-569-2277 or 610-965-4382. PA



1959 MGA 1500 coupe. 60% concours restoration completed. Wire wheels, professional engine rebuild, paint and detail absolutely correct. Full page of unopened new parts. California black plate. \$10,000. 812-637-1863 or email stbeve@earthlink.net. CA



1960 MGA 1600. Rebuilt motor, transmission and front end. Total body restoration including upholstery, ragtop and windows. Asking \$12,500. Barney Lanz. 619-466-0804. Email at barneylanz@prodigy.net. CA

1960 MGA White/black leather interior. No rust. Rebuilt motor, new paint, top and chrome. Needs finishing touches. Asking \$10,000 obo. Call 301-582-0210 or email crwertm@aol.com. MD

1964 MGB conv. New engine, no rust. Chrome wires. \$3,500. 562-438-8190. Dhriche@aol.com. CA



1967 MGB, BRG. Original with new tires, wheels, hubs, top, tonneau and recent mechanical work. Maintained in excellent running condition with records. \$11,500+ invested. Asking \$8,500 obo. 530-722-9973 or email maherrick@snowcrest.net. CA



1972 MGB roadster. Recent restoration, red with black interior, mechanically sound. Excellent condition, nice paint, current registration. Daily driver, two tonneau covers, overdrive, AM/FM cassette, luggage rack, Moto-Lita steering wheel, floor mats and Rostyle wheels. 144K miles. \$7,500. Call 732-842-2091 or email 53mgt@comcast.net. NJ



1974 MGB-GT. Very good condition. New front seats. Drives and rides like new. No snow, ice or salt. Racing green, tan interior. 63,500 miles. \$10,200. 843-524-1278. CA

1978 MGB. French Racing Blue. 72K original miles only. Looks/runs great. Moto-Lita wood steering wheel, detachable face CD player. Top & passenger area covers included. \$3,900 obo. Call Albert. 323-921-0166. CA



1979 MGB. 14,923 original miles. Snugtop Hardtop. 4 new tires on 8-29-00. New water pump, gulf valve, upper and lower radiator hoses and belts. Orig. invoice papers. Always garaged. \$12,500 firm. Harry Cariz, 928-772-2399. CA

1980 MGB. Excellent condition. 5-speed, A/C, new tires, white/black. Rebuilt carb. Passed AZ emissions. Runs well. 45K miles. 623-933-0796 or 716-883-5610. \$6,000 obo. AZ

1980 MGB LE. Overdrive. Stored in the winter. Excellent shape. Weber, header, Sony CD stereo. New top and much more. \$8,500. 208-640-0381. ID

MORGAN



1960 +4 Morgan drop head coupe. Left hand drive, wood dash and wire wheels. TR4 motor, disc brakes, sliding glass side windows and 3-position top. 421 produced. Complete car, runs good. Asking \$15,500 obo. 330-745-0759. CA

ROLLS ROYCE

1959 Rolls Royce Silver Cloud LHD. Excellent condition. \$25K comp. History. 562-438-8190. Dhriche@aol.com. CA



1975 Rolls Royce LHD. Cognac exterior. Leather interior. 78K miles. Garage kept, great condition. Records & manual. \$24,500 obo. 410-272-2727 or 410-676-8621. MD

TRIUMPH



1964 TR4. Factory hard top and Surrey soft top. Stunning British Racing White paint and completely restored interior. Arizona car, no rust or corrosion. Redlines. \$12,000. 520-747-3735. AZ



1980 Triumph TR8. 2nd owner. Driven and shown. 1980 Car and Driver Magazine cover car. New Panasports. Very nice driver. 60,240 miles. \$8,900 neg. 215-932-4695. CA

BRITISH MOTORING

Events calendar

- JUNE 2002**
- 1 **The Boys Are Back at Hope Lodge Fort - Washington, PA**
Steve Klein 610-825-2817 kassidcar@aol.com
<http://www.pond.com/~bitcars/carshow>
- 1 **Marques on the Green - Louisville, KY**
Don Minich 812-923-7349 donstfrc@aol.com
- 1 **Brits on the Bay Car and Cycle Show - Virginia Beach, VA**
Mike Jones 757-482-2577
joneemp@prodigy.net
- 1 **5th Annual Brit Day at New Life to Classics - Mantoloking, NJ**
Dave Wintz 507-387-CARS
- 2 **Red Mill British Car Day - Clinton, NJ**
Richard Miller 908-713-6251
mgdrivesclub@hotmail.com
- 2 **Sports Car & Vintage Auto Festival - Farmington, NY**
716-234-0482 ghereschel@mgcarclub.com
<http://www.mgcarclub.com>
- 2 **British Cars By The Sea 2002 - Waterford, CT**
Steve & Annie Vincze 860-893-4249
mg452@hotmail.com
- 2 **The British Return to Fort Meigs - Perrysburg, OH**
Tony Stovick 419-878-2041
lakeviewhistoricalsociety@aol.com
<http://lakeviewhistoricalsociety.com>
- 6-9 **Rendezvous 2002 - Grand Rapids, MI**
Gary Horning 612-722-8397 ghorning@aol.com
- 7-9 **Rallye - Glenwood Springs Denver, CO**
Alan Magnuson 303-400-8076 rakinn@aol.com
<http://www.mgoc.org>
- 7-9 **The British Invasion sponsored by Moss Motors - Virginia Intl. Speedway, VA**
888-722-3099 <http://www.vicclub.com>
- 7-8 **Heartland MG Regional - St. Joseph, MO**
Mel & Isey Finch 816-941-9454 isy@sky.net
- 7-8 **Brit Fest 2002 - Radcliff Hot Springs, BC, CAN**
Jim Herbert 403-241-2218 jherbert@caisson.com
- 8-9 **British Car Days South - Clemmons, NC**
Kathy Higgins 336-766-0441
Alerin@herdrixwreath.com
- 8 **British Autolife - Peoria Heights, IL**
Jim Busch 309-444-7226 agfish@mtico.com
- 9 **Eurocar Day IX - Williamsville, NY**
Richard Marzdzik 716-662-1698
- 9 **British Motorcar Gathering - Halletown, PA**
Michael Jones 610-865-3419
<http://www.vscda.org>
- 9 **Hayward All British Field Meet & Swap Meet - Hayward, CA**
Jon Becker 925-228-1672 sbecker@msn.com
- 12-15 **TRA 2002 - Wadsworth, OH**
Jim VanOrder 740-967-2110 vanordjg@com.com
<http://www.trafrhp.org>
- 13-17 **Father's Day Car Show - Decatur, AL**
John Roberts 256-893-8722
<http://www.geocities.com/tribms/>
- 14-16 **Event of Brutal Aggressives MK XXII - Sonoma, CA**
Keith Sanders 650-478-3171 ksanders@junio.com
- 14-16 **Spit-Together - Lexington, OH**
Joe Guntan 600-776-9444
- 15 **All British Car Show - St. Catharines, ONT, CAN**
Richard Robbs 905-393-4646 rrobbs@hotmail.com
- 15 **Concours d'Elegance - Ontario, CAN**
Frank Basher 615-342-0467 fbasher@recordcar.com
- 15 **Show of Dreams - Portsmouth, NH**
Geoff Dupont 603-434-4627 bigstai06@junio.com
<http://www.bmsn.net>
- 16 **British Car Field Day - Suresex, WI**
John Stockinger 262-921-1072
john.stockinger@gbt.net
- 21 **Pikes Peak Concours d'Elegance - Colorado Springs, CO**
Chuck & Katherine Rose 719-488-0941
chuckkath@netnet.com
- 23-28 **Open Roads Healey Intl. - Lake Tahoe, CA**
<http://www.healey2002.com>
- 23 **All British Meet - Chica, CA**
Tony Rodrigues 530-342-1821 tjrps@c-zone.net
<http://www.chicobritish.org>
- 24-28 **GOP West - Durango, CO**
Bill Bollendorf 303-794-0668 donker@aol.com
<http://www.mmgtr.org/>
- JULY 2002**
- 2-5 **GOP MK-73 - Wolfville, Nova Scotia, CAN**
Tony Thomas 918-851-3000
athomas90@aol.com <http://www.nremgl.org>
- 3-7 **MGC-32 - Staunton, VA**
Frederick Schweitzer 717-642-9217
- 3-6 **MGC2002 Grapevine, TX**
Wayne Kube 972-618-1984
wkube@angustmail.com <http://www.mgc2002.com>

PLEASE SUBMIT EVENT INFORMATION TO:
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- Event Date
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Kevin Duffell, British Motoring Events, P.O. Box 847, Colton, CA 95317
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• E Mail Address (if avail)
• Contact Person Name
• Web Page Address (if avail)

- 5-7 **GingerMan Historic Races - GingerMan Raceway, MI**
<http://www.vscda.org>
- 11-14 **GOP Central MK XXIV - Moline, IL**
Dan Jensen 309-523-2855
l.dan.jensen@hotmail.com
- 12-14 **British Car Days Across the Bridget - Prince Edward Island, PEI**
Bob Bentley 902-964-3294 rbentlie@sn.net
<http://www.britspal.com>
- 13-14 **London to Brighton Run - London, IN**
Don Hayman 317-887-3867 mgdr@quicknet.net
- 14 **British Car Day - Cincinnati, OH**
Bob Sanico 513-752-9138
<http://members.aol.com/bocage>
- 14-22 **Pittsburgh Vintage Grand Prix - Pittsburgh, PA**
<http://www.pvgpa.org>
- 14 **The British Invada Getyburg - Getyburg, PA**
Ralph Etkens 717-678-9242
eetk@att.net
<http://www.getyburgvintage.com>
- 14 **Summer Car Show - Oakland, NJ**
Robert Freund 201-337-3307 rpf@supernet.com
- 14 **Vintage Wings & Wings - Poplar Grove, IL**
Berry Anderson 815-462-6037 bjand@charter.net
- 16-19 **VTR 2002 - Red Wing, MN**
Minnesota Triumphs <http://www.vtr2002.org>
- 17-21 **NAMGAR GT-27 - Charlottesville, VA**
Bruce & Carol Woodson 804-264-8551
cwmg@aol.com
- 19-21 **The Brian Redman Intl. Challenge - Road America, WI**
<http://www.vscda.org>
- 19-21 **Mog West - Cambria, CA**
Audrey Haines 408-358-2230
- 21 **Brits in the Park - Lindsay, ONT, CAN**
Helen Fowler Helenhed@aol.com
- 26-28 **Grand Island Grand Prix Euro Car Show - Grand Island, NY**
Richard Marzdzik 716-662-1698
<http://www.isedgrandprix.com>
- 26-28 **Event of Brutal Aggressives MK XXII - Fiat Rock, SC**
Keith Sanders 850-478-3171 ksanders@junio.com
- 27 **Western Washington All British Field Meet - Bellevue, WA**
Arnie Trud 425-644-7874 atrud@worldnet.att.net
<http://www.adm.com>
- 27 **Brits by the Bay - Baltimore, MD**
Ben Heller 410-678-6421 tracestow@traclid.org
<http://www.traclid.org>
- 28 **British Car Show - Lavalente, NJ**
Doug Higgins 732-505-0778
HIGGS2@PRODIGY.NET
- 28 **All British Day Car & Cycle Show - Ventura, CA**
Randy Wilson 805-565-1139 <http://www.cobcc.org>
- AUGUST 2002**
- 1-3 **Rendezvous 21 - Lake Okauchik, WA**
Robert Borg clubrg@earthlink.net
<http://home.earthlink.net/~clubrg/>
- 4 **Mount Mary College Vintage Sports Car Show - Milwaukee, WI**
Bill Boyd 262-377-7943
daburson@excpc.com
- 9-11 **Catch the Triumphs - Westport, WA**
Bill Hook 206-622-3449 whook@earthlink.net
<http://www.lyeetriumph.org>
- 11 **Alden Classic Sports Car Show - Alden, MI**
Dave Looman 231-331-6831
shemp@lorchlake.com
<http://www.lorchlake.com/1wbybpris>
- 14-17 **Austin-Healey Sports & Touring Club 2002 Encounter - Princeton, NJ**
Steve Ukigogian 973-482-8115
erichnic@optonline.net
<http://www.austin-healey-alc.org>
- 15-18 **Abingdon Summer Party - Abingdon, IL**
Jim Evans 630-868-8192
<http://www.chicagoabingdonclub.com>
- 16-18 **Vintage Grand Prix Au Gratin - Grantham Raceway Park, MI**
<http://www.vscda.com>
- 17-18 **Heartland British Autolife Davenport, IA**
Naomi Swanson 309-794-1423
OCCAC@MCHSA.COM
<http://OCCAC.HOME.MCHSA.COM>
- 25 **A Taste of British Landscapes, PA**
Sally Harold 717-292-0579
- 6-30-7/1 **26th Annual All British Field Meet - Portland, OR**
Jack Jakobsen 541-354-3971
jakobsen@gorge.net
<http://members.tripod.com/calbritish>
- 31 **Kansas City All British Car & Cycle Show - Pate Thornton PTF@worldnet.att.net**
<http://members.tripod.com/calbritish>

Visit our website at www.mossmotors.com for further events.

Source Material

✓ *These books and a Moss Catalog are invaluable tools.*

Description	Appl	Part No	Qty	Reg	Sale
Factory Reprint Workshop Manual	1971-74	212-510	1	\$54.95	\$49.45
Factory Reprint Workshop Manual	1975 on	212-436	1	43.95	35.60

Suspension

✓ *Make sure all the standard wear parts are in top shape.*

Description	Appl	Part No	Qty	Reg	Sale
Hub Bearing Kit, Front	all	525-215	2	\$29.95	\$26.35
Hub Bearing Kit, Rear	all	525-235	2	29.95	26.35
Upper Ball Joint	all	661-095	2	24.95	18.70
Trunnion Assembly, LH Bottom	all	661-445	1	39.95	29.95
Trunnion Assembly, RH Bottom	all	661-455	1	39.95	29.95
Trunnion Kit, Front	all	661-485	2	19.95	14.95
Trunnion Kit, Rear	all	674-935	2	14.95	11.20
Shock Absorber, Front	all	670-195	2	34.95	26.20
Shock Absorber, Rear	all	670-215	2	29.95	22.45
Axle Shaft with Yoke	thru 1970	674-905	2	119.95	107.95
Axle Shaft Flange	1971 on	674-925	2	38.45	31.10
Axle Shaft with Yoke	1973 on	676-100	2	119.95	105.55
Transverse Leaf Spring	1971 on	853-205	1	144.95	115.95
Steering Rack Assembly	all	667-185	1	399.95	319.95

✓ *Wider wheels - lighter than stock with greater grip and great looks.*

Description	Appl	Part No	Qty	Reg	Sale
Sport Wheel, Miniite Style 13" X 5"	all	854-720	4	\$144.95	\$123.20

Engine

✓ *Upgrade fuel delivery, carburetors, emission equipment and exhaust manifold.*

Description	Appl	Part No	Qty	Reg	Sale
Pertronix Electronic Ignition Kit	all thru 1974 w/ Lucas dist. 10/25D dist.	222-405	1	\$104.95	\$83.95
Pertronix Electronic Ignition Kit	1975 on 45 DE4 dist.	222-425	1	104.95	83.95
Crane Electronic Ignition Kit	all	222-680	1	126.3	113.65
Lucas Sport Ignition Coil	thru 1970	143-200	1	39.95	29.95
Clutch Slave Cylinder	1968-77	580-780	1	74.95	65.95
Clutch Slave Cylinder	1978 on	580-790	1	84.95	63.70
Clutch Master Cylinder	all	581-120	1	89.95	80.95
Clutch Kit, Borg & Beck	1971-72	593-060	1	124.95	99.95
Clutch Kit, Borg & Beck	1975 on	190-990	1	129.95	114.35

✓ *Replace tired engine components and related items. Install/upgrade oil cooler.*

Description	Appl	Part No	Qty	Reg	Sale
Conversion Gasket Set	1500	694-150	1	\$14.95	\$11.20
Head Gasket Set	1972	696-325	1	29.95	25.15
Head Gasket Set	1500, 1973 on	694-140	1	24.95	20.95
Oil Pump	1500	836-130	1	89.95	71.95
Water Pump	1975-78	835-060	1	64.95	57.15
Water Pump	1979 on	835-655	1	54.95	44.50
Catalytic Converter	1979 on	862-130	1	334.75	267.80
Oil Cooler Installation Kit, w/ Rubber Hoses	1500	635-485	1	79.95	70.35
Oil Cooler Installation Kit, w/ S/S Hoses	1500	635-495	1	109.95	87.95
13-Row Oil Cooler Radiator		235-925	1	99.95	74.95
16-Row Oil Cooler Radiator		235-995	1	119.95	95.95

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moSS

Engine

✓ *Install header, upgrade exhaust system.*

Description	Appl	Part No	Qty	Reg	Sale
Performance Exhaust Header	1973 on	865-140	1	\$189.95	\$153.85
Stainless Steel Exhaust System	1973-74	862-180	1	239.95	211.15
Stainless Steel Exhaust System	1975-77	862-190	1	239.95	211.15
Stainless Steel Exhaust System	1977 on	862-200	1	239.95	202.35
Performance Muffler Assy.	all	865-120	1	269.95	237.55

✓ *Don't forget to make it pretty.*

Black Painted Alloy Valve Cover	all	224-560	1	111.95	98.50
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Brakes

✓ *Make sure all hydraulics and pads are in excellent condition and replace brake fluid.*

Description	Appl	Part No	Qty	Reg	Sale
Brake Master Cylinder	1968-75	580-100	1	\$299.95	\$239.95
Brake Master Cylinder	1976 on	580-110	1	254.95	203.95
Wheel Cylinder, Rear 15mm	1971-75	580-080	2	19.95	14.95
Wheel Cylinder, Rear 18mm	1976 on	580-090	2	19.95	14.95
Brake Pad Set, Semi-Metallic	1967 on	585-580	1	28.90	23.40
Castrol Brake Fluid (12 oz)	all	220-455	A/R	3.95	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	A/R	3.95	2.95



Body and Interior

✓ *Install a cool steering wheel and a dash top cover.*

Description	Appl	Part No	Qty	Reg	Sale
14" Wood Rim with 3 Drilled Polished Spokes	905-050	1	\$229.95	\$183.95	
14" Leather Rim with 3 Polished Drilled Spokes	905-105	1	219.95	175.95	
14" Leather Rim with 3 Drilled Black Spokes	905-115	1	219.95	175.95	
14" Leather Rim with 4 Solid Black Spokes	905-700	1	259.95	207.95	
Adaptor Hub, Classic Style Wheel	thru 1977	853-785	1	69.95	52.45
Adaptor Hub, Classic Style Wheel	1978 on	905-565	1	69.95	61.55
Dash Top Cover Kit	1971 on	644-640	1	48.95	36.70
Dash Top Cover Kit	1967-70	644-645	1	48.95	36.70

✓ *Exterior bits.*

Description	Appl	Part No	Qty	Reg	Sale
Windshield Glass Seal	1971 on	681-240	1	\$25.65	\$19.20
Wiper Blade, Polished	1971-75	165-050	2	9.95	8.75
Wiper Blade, Black	1976 on	165-080	2	9.95	8.55
Door Mirror, LH Black	1500	165-190	1	28.95	21.70
Door Mirror, RH Black	1500	165-195	1	28.95	21.70
Autopower Roll Bar	all	856-095	1	269.95	237.55

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Spitfire 37

Source Material

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Description	Appl	Part No	Qty	Reg	Sale
Factory Workshop Manual Reprint	TR7	071-944	1	\$65.70	\$53.20
The Original TR7, TR8	all	213-665	1	35.95	31.25

Suspension

✓ Make sure all the standard wear parts are in top shape.

Description	Appl	Part No	Qty	Reg	Sale
Front Strut	all	071-400	2	\$72.95	\$56.35
Rear Shock	TR7	071-401	2	32.95	24.70
Front Road Spring	TR7	071-421	2	39.95	29.95
Rear Wheel Bearing Kit	TR7 4 Speed & Auto	071-555	2	26.85	20.10
Rear Wheel Bearing Kit	all 5 speed	071-556	2	42.95	34.75

Engine

✓ Install electronic ignition (and be done with Opus forever), then tune up and adjust valves. Check clutch.

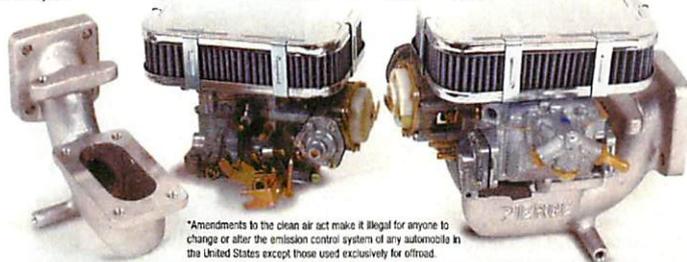
Description	Appl	Part No	Qty	Reg	Sale
Petratrix electronic ignition Kit	TR7 with Lucas dist.	222-425	1	\$104.95	\$83.95
Crane Electronic Ignition Kit	all	222-680	1	126.30	113.65
Clutch Master Cylinder	all	071-506	1	119.95	95.95
Slave Cylinder	all	071-312	1	79.95	65.55
Clutch Hose	TR7	071-316	1	39.95	35.95
Borg & Beck Clutch Kit	TR7 5 speed	071-345	1	147.95	118.35

✓ Replacement parts and related items.

Description	Appl	Part No	Qty	Reg	Sale
Cylinder Head Stud, Bolt and Nut Kit	TR7	071-098	1	\$109.95	\$87.95
Spin On Filter Adapter Kit	TR7	635-830	1	25.95	23.35
Front Engine Mount	1976 (RH) and 1977 on (LH and RH)	071-045	A/R	19.95	16.15
Trans Mount	TR7	071-046	1	17.95	15.80
Fuel Pump	TR7 to 1977 1/2	071-120	1	39.95	29.95
Fuel Pump	TR7 1977 1/2 on (carb.)	071-121	1	39.95	29.95
Fuel Pump	TR7 1980 on (fuel inj.)	071-122	1	259.95	226.15
Oil Pump Assembly	TR7	071-040	1	74.95	56.20

✓ Upgrade carburetors and exhaust.

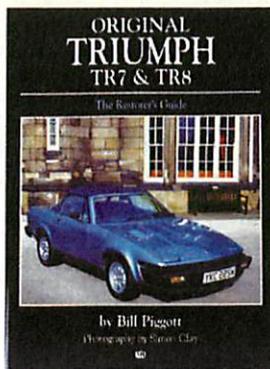
Description	Appl	Part No	Qty	Reg	Sale
Weber Dual Down Draught Carb. Conversion Kit*	TR7 with twin carbs	222-410	1	\$799.00	\$703.10
Sport Exhaust System	TR7	071-958	1	199.95	175.95



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Brakes

✓ Make sure all hydraulics, pads & rotors are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Rear Wheel Cylinder	TR7 4 Speed & Auto	071-516	2	\$24.95	\$20.20
Rear Wheel Cylinder	TR7 5 Speed	071-522	2	34.95	26.20
Brake Rotor	TR7	071-540	2	29.95	24.55
Brake Shoe Set	TR7 4 Speed & Auto	071-542	1	18.95	16.65
Brake Shoe Set	all 5 Speed	071-544	1	22.95	18.80
Brake Drum	all 5 Speed	072-118	2	96.95	78.50
Castrol Brake Fluid (12 oz)	all	220-455	A/R	3.95	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	A/R	3.95	2.95

✓ Install high performance pads and rotors and replace rubber brake hoses with Stainless Steel.

Description	Appl	Part No	Qty	Reg	Sale
Semi-Metallic Brake Pad Set	TR7	071-537	1	\$29.95	\$26.95
Cross Drilled and Slotted Brake Rotor	TR7	586-610	2	164.95	131.95

Body and Interior

✓ Sharpen up the dash and interior.

Description	Appl	Part No	Qty	Reg	Sale
Walnut Gear Shift Knob	TR7	071-949	1	\$14.95	\$13.15
Vinyl Gear Shift Knob	TR7	071-950	1	14.95	13.15
Brown Leather Key Fob	TR7	071-863	1	7.50	6.05
Black Leather Key Fob	TR7	071-960	1	7.50	6.05
Black Rubber Floor Mat Set	TR7	646-760	1	24.95	18.70
LH Black Door Mirror	all	165-190	1	29.95	21.70
RH Black Door Mirror	all	165-195	1	29.95	21.70

✓ Cheat the Wind.

Description	Appl	Part No	Qty	Reg	Sale
Fiberglass Air Dam	all	071-815	1	\$139.95	\$113.35

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Triumph 7 35



Brakes

Make sure all hydraulics and pads are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Brake Master Cylinder	all	581-040	1	\$189.95	\$159.95
Wheel Cylinder, Rear 70"	all	580-045	2	29.95	22.45
Caliper Piston, Stainless Steel	all to CC29929	582-095	4	25.69	20.45
Brake Adjustment Wrench 1/4" - 5/16"	all thru mid 1972	386-160	1	9.95	7.45
Brake Pad Set	all thru mid 1972	585-500	1	16.95	14.90
	(CC31079)				
Castrol Brake Fluid (12 oz)	all	220-455	AR	3.95	3.55
Lucas Brake Fluid (500 ml)	all	220-400	AR	3.95	2.95

Install high performance pads and rotors and replace rubber brake hoses with Stainless Steel.

Description	Appl	Part No	Qty	Reg	Sale
Brake Pad Set, Semi-Metallic	all thru mid 1972	585-525	1	\$29.95	\$23.95
	(CC31078)				
Brake Pad Set, Semi-Metallic	T86 and 1972 on	585-535	1	32.95	29.65
	(CC31079)				
Stainless Steel Brake Hose Set	all	582-048	1	84.95	76.45
Cross Unimed and Solido Rotors	all	586-015	2	164.95	131.95

Replace steel brake lines to avoid failure due to corrosion.

Description	Appl	Part No	Qty	Reg	Sale
Copper Nickel Brake Pipe Set, UNF	all thru mid 1972	588-188	1	\$99.95	\$79.95
	(CC31078)				
Copper Nickel Brake Pipe Set, Metric	T86 and 1972 on	588-198	1	99.95	79.95
	(CC31079)				

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Body and Interior

Install a cool steering wheel, new floor mats and a wood dash.

Description	Appl	Part No	Qty	Reg	Sale
15" Thick Wood Grip w/ Brushed Drilled Spokes	905-945	1	\$277.25	\$181.80	
15" Thin Wood Grip w/ Polished Drilled Spokes	434-190	1	229.95	183.95	
14" Thin Wood Grip w/ Polished Drilled Spokes	905-050	1	229.95	183.95	
14" Leather Film w/ Polished Drilled Spokes	905-065	1	219.95	172.95	
14" Leather Film w/ Polished Drilled Spokes	905-105	1	219.95	172.95	
14" Leather Film w/ Black Drilled Spokes	454-155	1	219.95	172.95	
14" Leather Film w/ Black Drilled Spokes	905-115	1	219.95	172.95	
Adapter Hub, Classic Style Wheel	T86	1	69.95	52.45	
Floor Mat Sets	TR250	1	69.95	61.55	
Black Rubber Floor Mat Set - Good	646-750	1	24.95	18.70	
Embossed Black Carpet	all	240-440	1	66.95	54.20
Floor Mat Set - Better	all	240-740	1	124.95	101.20
Ultra Plush Black Carpet	all thru 1971	835-045	1	249.95	219.95
Floor Mat Set - Best	all thru 1971	835-701	1	279.95	240.75
Teak Dash	T86 1972	835-055	1	249.95	219.95
High Gloss Burnwood Dash	T86 1972 thru '75	835-065	1	249.95	219.95
Teak Dash	all thru 1973	835-005	1	24.95	22.45
Sharpen up the dash and interior:	all thru 1973	835-015	1	24.95	22.45
Polished Door Cap, RH	all thru 1969	633-240	1	46.95	41.30
Polished Door Cap, LH	T86 1970 on	633-245	1	46.95	41.30
Lower Dash Pad, LH	all	633-265	1	46.95	41.30
Lower Dash Pad, RH	all	633-265	1	46.95	41.30
5 Hole Switch Surround	all thru 1969	633-415	1	44.95	40.45
Dashboard Support Bracket Cover	T86 1969 thru '72	633-975	1	104.95	92.35
Dash Support Bracket Cover	T86 1973 on	633-985	1	104.95	92.35

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Description	Appl	Part No	Qty	Reg	Sale
Workshop Manual	all	212-780	1	\$54.95	\$49.45
The Original TR4/4A/250/6	all	213-285	1	35.95	29.45
TR5/250/6 Restoration	all	212-815	1	29.95	24.55



Suspension

✓ *Make sure all the standard wear parts are in top shape.*

Description	Appl	Part No	Qty	Reg	Sale
Front Wheel Bearing Kit	all	525-220	2	\$29.95	\$25.45
Rear Hub Bearing Kit	all	525-230	2	45.95	34.45
RH Trunnion Assembly	all	661-470	1	39.95	35.15
LH Trunnion Assembly	all	661-480	1	39.95	35.15
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45

✓ *Replace short lived rubber bushings with more durable Polyurethane.*

Description	App	Part No	Qty	Reg	Sale
Prothane Upper Arm Poly Bushing Set	all	650-134	1	\$29.95	\$23.95
Prothane Lower Arm Poly Bushings	all	661-725	2	24.95	18.70
Prothane Trailing Arm Poly Bush Set	all	650-114	1	54.95	41.20

✓ *Upgrade wheels and tires for better adhesion and style.*

Description	Appl	Part No	Qty	Reg	Sale
Sport Wheel, "Minilite Style" 15" X 5.5"	all	456-055	4	\$169.95	\$149.55
Wire Wheel Splined Extension, RH	all	661-410	2	69.95	55.95
Wire Wheel Splined Extension, LH	all	661-420	2	69.95	57.35
15" x 5.5" Knockoff Sport Wheel	all	455-385	4	299.95	263.95
15" X 5.5" 72 Spoke Chrome Wire Wheel	all	454-730	4	309.95	272.75

✓ *Upgrade suspension with adjustable Koni's, stiffer springs, thicker sway bars and hang on tight.*

Description	Appl	Part No	Qty	Reg	Sale
Koni Front Shock	all	670-090	2	\$136.95	\$110.90
Koni Rear Shock Conversion Kit	TR6	670-128	1	369.95	295.95
Upgraded Front Spring Set	all	670-158	1	99.95	87.95
Upgraded Rear Spring Set	all	670-168	1	99.95	89.95
Spring Compressor	all	386-895	1	42.95	34.35
7/8" Front Sway Bar Kit	all	660-975	1	199.95	179.95
3/4" Rear Sway Bar	all	660-970	1	189.95	167.15
Solid Steering Rack Mount Kit	all	667-288	1	39.95	29.95



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Engine

✓ *Install electronic ignition (and be done with points forever),*

then tune up and adjust valves. Check clutch.

Description	Appl	Part No	Qty	Reg	Sale
Crane XR-700 Electronic Ignition Kit	all	222-680	1	\$126.30	\$113.65
Pertronix Electronic Ignition Kit	all	222-395	1	104.95	83.95
Lucas Sport Ignition Coil	all thru 1972	143-200	1	39.95	29.95
Ignition Wire Set	all	571-010	1	16.95	14.75
Fuel Pump Repair Kit	all (orig. pump)	378-530	1	18.50	13.85
Clutch Kit, Borg & Beck	all	593-030	1	159.95	140.75
Gearbox Cover, Poly Vinyl	all	857-125	1	72.80	54.60

✓ *Replacement parts, related items, install/upgrade oil cooler.*

Description	Appl	Part No	Qty	Reg	Sale
Water Pump	TR6 thru 1972	835-030	1	\$49.95	\$44.45
Starter Motor, Modern Gear Reduction Type	TR250	541-545	1	189.95	165.25
Starter Motor, Modern Gear Reduction Type	TR6	541-555	1	299.95	263.95
Heavy Duty Head Stud Kit	all	322-818	1	141.95	114.95
Heavy Duty Rod Bolt Kit	all	322-828	1	123.45	99.95
Performance Rockershaft, Oil Feed Line	all	821-360	1	42.95	34.75
Thermo. Oil Cooler Install Kit with S/S Hoses	all	635-855	1	229.95	202.35
Oil Cooler Installation Kit with S/S Hoses	all	635-285	1	155.95	124.75
13-Row Oil Cooler Radiator	all	235-925	1	99.95	74.95
16-Row Oil Cooler Radiator	all	235-995	1	119.95	95.95
Upgrade carburetors: Triple Weber DCOE Kit*	all thru 1971	222-520	1	1,729.95	1522.35
Triple Weber DCOE Kit*	TR6 1972 on	222-490	1	1,689.00	1520.10

✓ *Install header, upgrade exhaust system.*

Description	Appl	Part No	Qty	Reg	Sale
Stainless Steel Exhaust System	all thru 71	860-200	1	\$279.95	\$246.35
Stainless Steel Exhaust System	TR6 1972	860-210	1	289.95	252.25
Stainless Steel Exhaust System	TR6 1973 on	860-220	1	289.95	252.25
Free-Flow Exhaust System	all thru 71	865-050	1	259.95	228.75
Free-Flow Exhaust System	TR6 1972 on	865-055	1	329.95	290.35

✓ *Make it pretty.*

Description	Appl	Part No	Qty	Reg	Sale
Alloy Valve Cover with Triumphtune Logo	all (w/out E.G.R.)	223-250	1	\$149.95	\$131.95
Alloy Valve Cover, Polished	all (w/out E.G.R.)	223-340	1	149.75	119.80

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Brakes

✓ **Make sure all hydraulics, pads & rotors are in excellent condition and replace brake fluid.**

Description	Appl	Part No	Qty	Reg	Sale
Brake & Clutch Master Cylinder	TR3 (late) -3B	581-010	1	\$89.95	\$67.45
Brake & Clutch Fluid Reservoir	TR3 (late) -3B	582-980	1	68.95	58.30
Brake Master Cylinder	TR4 (to CT5783)	581-060	1	289.95	234.85
Wheel Cylinder, RH Front	TR2	180-640	2	24.95	21.95
Wheel Cylinder, LH Front	TR2	180-650	2	24.95	21.95
Wheel Cylinder, Rear	TR2 (with 10" brakes)	180-630	2	54.95	43.95
Wheel Cylinder, Rear .75"	TR3A (late) -4 (to CT5655)	580-025	2	19.95	16.15
Wheel Cylinder, Rear .70"	TR4-4A (from CT5656)	580-045	2	28.95	22.45
Caliper Piston, Stainless Steel	TR3-4A	582-095	4	25.60	20.45
Brake Pad Set	TR3-4A	585-500	1	34.95	29.70
Brake Rotor (10 3/4")	TR3B-4A	586-510	2	34.95	31.45
Castrol Brake Fluid (12 oz)	all	220-455	A/R	3.95	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	A/R	3.95	2.95



✓ **Install high performance pads and rotors and replace rubber brake hoses with Stainless Steel.**

Description	Appl	Part No	Qty	Reg	Sale
Brake Pad Set, Semi-Metallic	TR3-4A	585-525	1	\$29.95	\$26.35
Cross Drilled and Slotted Rotors	TR3B-4A	586-615	2	164.95	131.95
Stainless Steel Brake Hose Set	TR2-3 (to TS13045)	582-008	1	84.95	74.75
Stainless Steel Brake Hose Set	TR3-4 (to TS4387), not TSF Series	582-018	1	84.95	74.75
Stainless Steel Brake Hose Set	TR3B (TCF Series), TR4 (from TS4388)	582-028	1	84.95	74.75
Stainless Steel Brake Hose Set	TR4A (IRS)	582-038	1	84.95	74.75
Replace steel brake lines to avoid failure due to corrosion.					
Cuoro Nickel Brake Pipe Set	TR2-3 (to TS13045)	588-608	1	78.95	59.20
Cuoro Nickel Brake Pipe Set	TR3 (from TS13046)-3B	588-618	1	78.95	59.20
Cuoro Nickel Brake Pipe Set	TR4	588-658	1	78.95	59.20
Cuoro Nickel Brake Pipe Set	TR4A (IRS)	588-688	1	78.95	66.30

Body and Interior

✓ **Install a cool steering wheel, new floor mats and a wood dash.**

Description	Appl	Part No	Qty	Reg	Sale
Original Style Non-adjustable	TR2-3B	853-740	1	\$184.95	\$164.60
Original Style Adjustable	TR2-3B	853-730	1	214.95	171.95
15" Thick Wood Grip w/ Brushed Drilled Spokes	905-945	1	227.25	181.80	
15" Thin Wood Grip w/ Polished Drilled Spokes	454-190	1	229.95	183.95	
14" Thin Wood Grip w/ Polished Drilled Spokes	05-050	1	229.95	183.95	
15" Leather Rim w/ Polished Drilled Spokes	905-065	1	219.95	175.95	
14" Leather Rim w/ Polished Drilled Spokes	905-105	1	219.95	175.95	
15" Leather Rim w/ Black Drilled Spokes	454-195	1	219.95	175.95	
14" Leather Rim w/ Black Drilled Spokes	905-115	1	219.95	175.95	
Adapter Hub, Classic Style Wheel	TR2-3B (with adj. col.)	853-735	1	139.95	123.15
Adapter Hub, Classic Style Wheel	TR4-4A	853-785	1	69.95	52.45
Floor Mat Sets:					
Black Rubber Floor Mat Set - Good	TR4-4A	646-750	1	24.95	18.70
Embroidered Black Carpet					
Floor Mat Set - Better	TR4-4A	240-440	1	66.95	54.20
Ultra Plush Black Carpet					
Floor Mat Set - Best	TR4-4A	240-740	1	124.95	101.20
Teak Dash	TR4	855-025	1	249.95	219.95
High Gloss Burlwood Dash	TR4	854-581	1	279.95	246.35
Teak Dash	TR4A	855-035	1	249.95	219.95
High Gloss Burlwood Dash	TR4A	854-590	1	279.95	246.35
Dash Support Cover	TR4A	633-555	1	99.95	89.95



✓ **Sharpen up the exterior with some useful bits and some new chrome.**

Description	Appl	Part No	Qty	Reg	Sale
Stem Mount Driving Lamp	all	182-700	2	\$129.95	\$103.95
Stem Mount Fog Lamp	all	182-800	2	129.95	103.95
Windwing Set	TR2-3B	647-000	1	62.95	47.20
Brooklands Racing Screen	TR2-3B	224-100	2	119.95	95.95
Grille	TR3	870-020	1	249.95	199.95
Grille	TR3A-3B	870-030	1	119.95	95.95
Front Bumper Bar	TR2-3 (not 3A, 3B)	854-200	1	299.95	269.95
Front Bumper Bar	TR4	854-060	1	129.95	103.95
Front Bumper Bar	TR4A	854-070	1	138.95	111.15
Rear Bumper Bar	TR4-4A	854-080	1	419.95	369.55
Front Overrider	TR3A + 33	802-760	2	37.95	32.25
Rear Overrider	TR2-3B	802-800	2	37.95	31.10
License Lamp Assembly	TR3-3B	144-200	1	24.95	18.70
Door Handle & Lock Set, 5 Piece	TR3A-3B	803-605	1	84.95	74.75
Door Handle & Lock Set	TR4-4A	803-158	1	109.40	87.50

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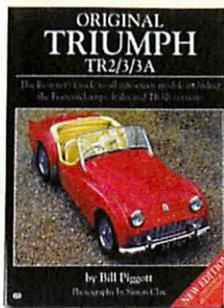
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Description	Appl	Part No	Qty	Reg	Sale
Workshop Manual	TR2-3B	212-710	1	\$84.95	\$52.60
Workshop Manual	TR4-4A	212-700	1	64.95	52.60
The Original TR2/3/3A	TR2-3A	213-265	1	35.95	28.75
The Original TR4/4A/250/6	TR4-4A	213-285	1	35.95	29.45



Suspension

✓ Make sure all the standard wear parts are in top shape.

Description	Appl	Part No	Qty	Reg	Sale
Major Suspension Kit	TR2-4 to CT7218	660-888	1	\$69.95	\$52.45
Major Suspension Kit	TR4 from CT7219	660-978	1	69.95	52.45
Ball Joint	TR2-4 to CT6343(vw) CT6390(disc)	661-070	2	43.85	32.85
Ball Joint	TR4-4A from CT6344 (vw) CT6391(disc)	661-080	2	44.95	40.45
Front Wheel Bearing Kit	all	525-220	2	29.95	25.45
Lever Shock, RH Rear	TR2-4	670-020	1	109.95	96.75
Lever Shock, LH Rear	TR2-4	670-030	1	109.95	96.75
Rear Hub Bearing Kit	TR4A (IRS)	525-230	2	45.95	34.45
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45

✓ Replace short lived rubber bushings with more durable Polyurethane.

Description	Appl	Part No	Qty	Reg	Sale
Prothane Upper Arm Poly Bushing Set	all	680-134	1	\$29.95	\$23.95
Prothane Lower Arm Poly Bushings	TR4A	661-725	2	24.95	18.70
Prothane Trailing Arm Poly Bush Set	TR4A (IRS)	680-114	1	54.95	41.20

✓ Upgrade wheels and tires.

Description	Appl	Part No	Qty	Reg	Sale
15" X 5.5" Sport Wheel	all	456-055	4	\$169.95	\$149.55
RH Wire Wheel Adapter	all	661-410	2	69.95	55.95
LH Wire Wheel Adapter	all	661-420	2	69.95	57.35
15" X 5" 72 Spoke Chrome Wire Wheel	all	454-660	4	309.95	272.75
15" X 4.5" 60 Spoke Chrome Wire Wheel	all	454-630	4	259.95	220.95
15" x 5.5" Knockoff Sport Wheel	all	455-385	4	299.95	263.95

✓ Upgrade standard shocks with adjustable high performance Koni's.

Description	Appl	Part No	Qty	Reg	Sale
Koni Shock, Front	TR2-4	670-080	2	\$126.95	\$102.80
Koni Shock, Front	TR4A	670-090	2	136.95	110.90

✓ Upgrade suspension components.

Description	Appl	Part No	Qty	Reg	Sale
Upgraded Rear Leaf Spring	TR2-4	851-180	2	\$99.95	\$74.95
Upgraded Rear Coil Spring Set	TR4A	670-148	1	74.95	59.95
Solid Steering Rack Mount Kit	TR4-4A	667-288	1	39.95	29.95



Engine

✓ Install electronic ignition (and be done with points forever), then tune up and adjust valves. Check clutch.

Description	Appl	Part No	Qty	Reg	Sale
Pertronix Electronic Ignition Kit	TR2 (neg. grd.)	222-605	1	\$113.95	\$91.15
Pertronix Electronic Ignition Kit	TR2 (pos. grd.)	222-615	1	118.80	95.00
Pertronix Electronic Ignition Kit	TR3-4A (neg. grd.)	222-405	1	104.95	83.95
Pertronix Electronic Ignition Kit	TR3-4A (pos. grd.)	222-555	1	118.50	94.80
Crane Electronic Ignition Kit	all	222-680	1	126.30	113.65
Malory Dual Point Distributor	all	143-180	1	217.95	196.15
Ignition Wire Set	all	571-000	1	24.95	19.95
Fuel Pump Repair Kit	all with orig. pump	378-530	1	18.50	13.85
Clutch Master Cylinder	TR4-4A	581-510	1	99.95	74.95
Slave Cylinder	TR3 (TS13046)-4A	580-760	1	74.95	65.95
Clutch Kit, Borg & Beck	TR4A	593-030	1	159.95	140.75

✓ Replacement parts and related items, install/upgrade oil cooler.

Description	Appl	Part No	Qty	Reg	Sale
Gearbox Cover, Poly Vinyl	TR4-4A	857-125	1	\$72.80	\$54.60
Starter Motor, Modern Gear Reduction Type	TR2-3A (early)	541-515	1	289.95	249.35
Starter Motor, Modern Gear Reduction Type	TR3A (late) -4A	541-535	1	209.95	182.65
Oil Cooler installation kit w/rubber hoses	all	635-290	1	117.65	94.10
Oil Cooler installation kit w/stainless steel hoses	all	635-295	1	146.95	117.55
13 Row Oil Cooler	all	235-925	1	99.95	74.95
12" Electric Fan Kit	all	231-688	1	139.95	121.75

✓ Upgrade carburetors and exhaust.

Description	Appl	Part No	Qty	Reg	Sale
Twin Weber DCDE Carburetor Kit	TR3-4A	222-540	1	\$1295.00	\$1139.60
Performance Exhaust Header	TR2-4A	865-018	1	219.95	175.95
Stainless Steel Exhaust System	TR2-4	860-100	1	199.95	175.95
Stainless Steel Exhaust System	TR4A (late)	860-120	1	319.95	281.55
Performance Free Flow Exhaust System	TR2-4	864-000	1	174.95	153.95

✓ Add top end performance upgrades.

Description	Appl	Part No	Qty	Reg	Sale
Cylinder Head Oil Feed Kit	all	821-350	1	\$56.45	\$45.70
Performance Camshaft	all	851-051	1	379.95	303.95
Lightweight Tappet	all	838-260	8	12.95	9.70
Oversized Intake Valve	all	821-035	4	24.95	19.95
Oversized Exhaust Valve	all	821-045	4	28.95	25.15
Rear Oil Seal Conversion Kit	all	837-005	1	129.95	103.95
Tultridged Rocker Shaft	all	851-115	1	47.95	38.80
Rocker Shaft Spacer Set	all	821-338	1	25.95	21.00
Head Gasket, Shim Steel	all	694-505	1	159.95	127.95

✓ Make it pretty.

Description	Appl	Part No	Qty	Reg	Sale
Black Alloy Valve Cover w/ Triumph-Tune Logo	all	852-125	1	\$182.45	\$145.95
Alloy Valve Cover w/ Triumph-Tune Logo	all	852-115	1	169.95	135.95
Alloy Valve Cover, Polished Ribs	all	852-090	1	129.95	111.75



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Brakes

Make sure all hydraulics, rotors & pads are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Brake Piston & Cylinder	XK150-150S 12 1/8" piston	181-580	4	\$230.55	\$191.95
Clutch Master Cylinder	E-Type 1966 on	64088754	1	74.95	56.20
Brake Master Cylinder	XJ6 1977-87	74086705-AM1	1	99.55	89.95
Brake Master Cylinder Kit	E-Type 1965 on	LSS3916	1	21.70	16.25
Carburettor Kit	all	220-455	AN	3.55	3.55
Lockheed Brake Fluid (500 ml)	all	220-455	AN	3.55	2.95
Front Brake Pad Set	XK150-150S 12 1/8" piston	181-600	1	33.55	28.45
Front Brake Caliper Kit	E-Type 1969-71	SP2517	1	34.55	30.55
Rear Brake Caliper Kit	E-Type 1965-68	SP2557	1	54.55	46.70
Rear Brake Caliper Kit	XJ6/12 68-77	SP2505	1	32.95	27.65
Front Brake Pad Set	E-Type 1968-74, XJ6 1968-73, XJ12 1973	083	1	25.95	21.25
Rear Brake Pad Set	XJ6 1974-87, XJ12 1974-79, XJ5 1976-84	0244	1	29.75	22.30
Handbrake Pad Set	E-Type 1968-74, XJ6/12 1968-87, XJ5 1976-84	097	1	19.95	17.55
Front Brake Rotor	XJ6 1968-73, XJ12 1973	0175	1	27.25	23.40
Rear Brake Rotor	E-Type 1965 on, XJ6/12 1974-87, XJ5 1976-84	GR113	2	47.95	35.95
Rear Brake Rotor	XJ5 with Dana rear end	GR112	2	34.95	30.40
		JLM731-AM 2	2	38.40	33.75

Body and Interior

Make it pretty.

Description	Appl	Part No	Qty	Reg	Sale
Leopold Car Hood Mascot, 6"	XK150	011-156	1	\$59.55	\$42.70
Leopold Car Hood Mascot, 4 1/2"	all	231-410	1	34.95	26.20
Gold Leopold Car Hood Mascot, 4 1/2"	XJ6/12	231-415	1	61.80	49.05
Chrome Plated Metal Mounting Set	XJ5	Jk-03	1	108.55	93.50
Chrome Plated Metal Mounting Set	XJ6 1968-87	Jk-11	1	63.95	59.35

Replace sticky locks.

Description	Appl	Part No	Qty	Reg	Sale
Steering Lock Assembly, wheel switch	XJ6/12 1968-73	C37102	1	\$164.95	\$131.95
Steering Lock Assembly, with switch	XJ6/12 1974-79, XJ5 1976-79	DAC1419	1	169.95	135.95
Steering Lock Assembly	XJ5 1960-87, XJ5 1980-89	DAC153	1	249.95	224.95
Window/Sunroof/Floorlock Switch	XJ5 1960-87, XJ5 1976-87	011-015	AN	16.70	12.50



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Body and Interior

Install a cool steering wheel, new floor mats and a wood dash.

Description	Appl	Part No	Qty	Reg	Sale
15" Thick Wood Grip w/ Brushed Drive Spokes		905-945	1	\$227.25	\$161.60
15" Thin Wood Grip w/ Polished Drive Spokes		454-190	1	229.95	183.95
14" Thin Wood Grip w/ Polished Drive Spokes		905-050	1	229.95	183.95
15" Leather Rim w/ Polished Drive Spokes		905-065	1	219.95	175.95
14" Leather Rim w/ Polished Drive Spokes		454-155	1	219.95	175.95
15" Leather Rim w/ Black Drilled Spokes		905-115	1	219.95	175.95
Adapter Hub, Classic Style Wheel	XK120	853-755	1	129.95	114.55
Adapter Hub, Classic Style Wheel	XK140-150S	454-307	1	69.95	55.95
Adapter Hub, Classic Style Wheel	XJ6 1968-87, XJ12 1973-79, XJ5 1976-87	853-755	1	69.95	55.95
Floor Mat Set, Black Rubber	E-Type 6 Cyl. (Mk2 2+2)	553-805	1	69.95	55.95
Door Weather Seal	E-Type 6 Cyl. (Mk2 2+2)	646-780	1	24.95	18.70
Windshield Seal	E-Type 6 Cyl. (Mk2 2+2)	646-790	1	24.95	18.70
One Piece Rear Hatch Seal	E-Type 6 Cyl. (Mk2 2+2)	8015514	1	51.40	38.55
Trunk Lid Seal	E-Type 6 Cyl. (Mk2 2+2)	8016700	1	10.75	8.05
Windshield Seal	E-Type 6 Cyl. (Mk2 2+2)	8020489	1	69.95	52.45
Trunk Lid Seal	E-Type Coupe	8023347-AM	1	45.80	36.60
Back Glass Seal	E-Type Roadster	8033417-1	1	44.95	40.45
Outer Seal, Mounting to Body Fr or Rr	XJ6/12 1968-79	8033861-AM	1	43.95	39.95
Outer Seal, Mounting to Body Fr or Rr	XJ6 1980-87	8048848-AM	1	81.95	61.45
Front Door Seal, Its Left or Right	XJ6 1980-87	886C889	2	9.95	7.45
Rear Door Seal, Its Left or Right	XJ6 1980-87	R857	2	56.50	47.45
Rubber Seal Daydrum	XJ6 1974-87, XJ12 1974-79	R857	2	79.95	67.95
		8039625	2	24.8	22.05

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Source Material

✓ A workshop manual and a Moss Catalog are invaluable tools.

Description	Appl	Part No	Qty	Reg	Sale
Factory Workshop Manual Reprint	E Type V12	212-060	1	\$76.95	\$57.70
Factory Workshop Manual Reprint	XJ6 Ser. 1	212-065	1	89.95	80.95
Factory Workshop Manual Reprint	XJ6 Ser. 2	212-070	1	89.95	80.05
Factory Workshop Manual Reprint	XJ6 Ser. 3	212-080	1	98.95	89.05



Suspension

✓ Make sure all the standard wear parts are in top shape.

Description	Appl	Part No	Qty	Reg	Sale
Upper Ball Joint Kit	E-Type	RTC2203-AM	2	\$29.95	\$22.45
Upper Ball Joint, Replacement Sealed	XJ6/12, XJS	CAC9938	2	47.50	35.60
Lower Ball Joint, Replacement Sealed	XJ6/12, XJS	CAC9937	2	48.95	36.70
Front Crossmember Mount	XJ6/12, XJS	C45666	2	33.95	25.45
Front Crossmember Bush	XJ6/12, XJS	C30314	2	16.95	12.70
Upper A-Arm Bush	E-Type 12 cyl., XJS, XJ6 thru 1967	CAC9295	4	23.25	17.40
Differential Mount	E-Type	C17198	4	22.95	17.20
Front Boge Shock Absorber	XJ6 1968-87, XJ12 1973-79, XJS 1976-94	36-302-0	2	69.95	61.55
Rear Boge Shock Absorber	XJ6 1968-87, XJ12 1973-79, XJS 1976-94	36-303-0	4	74.95	65.95
Front Wheel Bearing Kit	E-Type, XJ6 1968-77.5, XJ12 1973-77.5	GHK1025	2	29.95	22.45
Front Wheel Bearing Kit	XJ6/12 1977-, XJS 1976-on	GHK1089-AM	2	34.95	27.95
Rear Wheel Bearing Kit	E-Type 1964 on, XJ6/12 1968-87, XJS 1976-93.5	GHK1026-AM	2	54.95	43.95

✓ And don't forget the shiny bits.

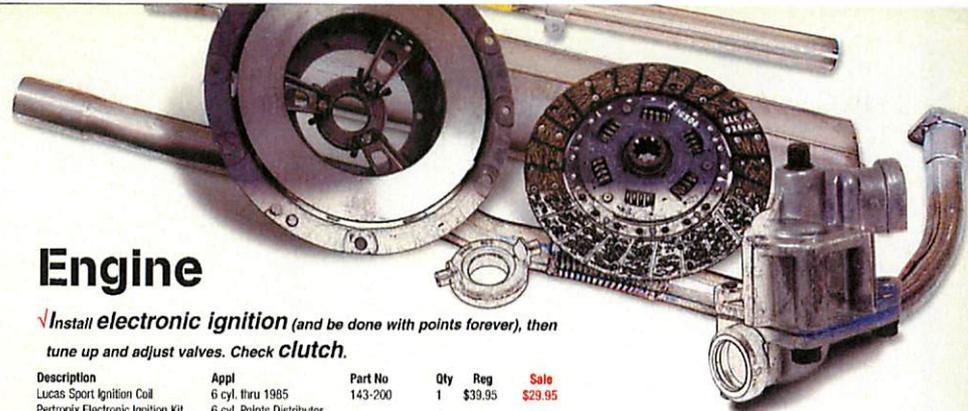
Description	Appl	Part No	Qty	Reg	Sale
RH Winged Wheel Nut	with wire wheels	011-850	2	\$52.95	\$39.70
LH Winged Wheel Nut	with wire wheels	011-881	2	52.95	39.70
Hubcap for Alloy Wheel	XJ6 1980-87, XJS 1976-87	CAC9820	4	27.95	20.95
Hubcap Emblem for Alloy Wheel	XJ6 1980-87, XJS 1976-87	C42191	4	5.10	3.80
Hubcap for Chrome Wheel	XJ6/12 thru 79	C30283-AM	4	38.95	34.25
Valve Stem Cap Set w/ Jaguar Logo	all	215-850	1	15.95	13.05

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Engine

✓ Install electronic ignition (and be done with points forever), then tune up and adjust valves. Check clutch.

Description	Appl	Part No	Qty	Reg	Sale
Lucas Sport Ignition Coil	6 cyl. thru 1965	143-200	1	\$39.95	\$29.95
Petronix Electronic Ignition Kit	6 cyl. Points Distributor 1964-74	222-395	1	104.95	83.95
Petronix Electronic Ignition Kit	6 cyl. CEI Distributor 1979-87	222-525	1	123.95	99.15
Mallory Dual Point Distributor	6 cyl. thru 1987	543-040	1	217.95	196.15
Fender Cover	all	241-755	1	24.95	18.70
Throttle Cable	XJ6 1978-87	CBC1905-2	1	40.55	30.40

✓ Upgrade fuel delivery and emission equipment.

Description	Appl	Part No	Qty	Reg	Sale
Front Downpipe Catalytic Converter	XJ6 1979-87	MM1425	1	\$495.00	\$396.00
SU Fuel Pump, Neg. Ground	E-Type 1968-71, XJ6 1968-75	377-165	A/R	99.95	74.95
SU Fuel Pump	E-Type 12 cyl.	377-035	1	259.95	228.75
Replacement Fuel Pump	XJ6 1976-77	CAC3551-AM	1	86.75	71.10
Fuel Pump	XJ6 1978-87, XJS 1980-91	73351	1	249.95	219.95
Oil Pressure Sending Unit	E-Type 6cyl., XJ6 1968-71	C15474	1	89.95	71.95
Oil Pressure Sending Unit	XJ6 1976 1/2-87, XJ12 1976 1/2-79, XJS 1976-92	C46272	1	59.95	47.95
Oil Pump	4.2	011-780	1	97.70	79.10
Cylinder Head Gasket Set	E Type 4.2 thru 1968	C6571	1	79.95	59.95
Cylinder Head Gasket Set	E-Type 12 cyl.	GE61207	1	189.95	167.15
Cylinder Head Gasket Set	XJ6 1974-78	DJ023	1	84.95	76.45
Cylinder Head Gasket Set	XJ6 78- w/ fuel injection	DJ024-AM	1	68.95	55.85
Lower Gasket Set	XK150, 3.8 E-Type	522-053	1	51.95	38.95
Lower Gasket Set	E Type 4.2 thru 1967	E6571	1	62.75	47.05
Lower Gasket Set	4.2 1968 on	EH690	1	24.95	21.95
Flex Plate, Ring Gear Assy.	XJ6 1978-87	EAC8973	1	209.95	188.95
Oil Cooler	XJ6 1980-87	CAC4540-AM	1	129.95	114.35
Timing Chain, Upper	6 cyl. thru 1987	600-105	1	18.95	14.20
Timing Chain, Lower	6 cyl. thru 1987	600-099	1	18.95	14.20
Timing Gauge Tool	6 cyl. thru 1987	C3993	1	17.95	13.45
Rear Engine Support Mount	E-Type 1961-71	C20217	1	14.95	11.20
Timing Chain	12 cyl.	C29590-AM	1	39.95	29.95
Long Oil Cooler Hose	XJ6 1980-87	CB1437	1	84.95	63.70
Short Oil Cooler Hose	XJ6 1980-87	CB1438	1	77.95	58.45
Front Motor Mount	E-Type 12 cyl.	C34911	2	28.45	22.05
Front Motor Mount	XJ6 thru 1987	JLM1009	2	17.95	13.45
Front Motor Mount	XJ12/S	JLM1010	2	22.95	17.20
Tappet Guide Hold Down Kit	6 cyl. thru 1987	J3842	1	69.95	62.95
Stainless Steel Exhaust System	XK120 Roadster	860-170	1	449.95	359.95
Stainless Steel Exhaust System	XK140-150 (w/ standard gearbox)	860-190	1	495.95	396.75
Front Downpipe Catalytic Converter	XJ6 1979-87	MM1425	1	495.00	396.00
Trans. Mount Bushing	XJ6 1974-87	CAC3227-AM	1	9.95	7.45
Trans. Middle Mount	XJ6 1974-87	C32461-AM	2	15.95	12.75
Trans. Spring Seat	XJ6 1974-87	CBC2517-AM	2	2.95	2.20
Borg & Beck 9 1/2" Clutch Kit	E-Type 6 cyl.	HK5228	1	299.95	239.95
Borg & Beck 10" Clutch Kit	E-Type 6 cyl.	HK5229	1	309.95	278.95
Borg & Beck Clutch Kit	E-Type 12 cyl.	HK5230	2	419.95	365.30

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Brakes

Make sure all hydraulics & shoes are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Brake Master Cylinder	TC	180-608	1	\$269.95	\$215.95
Brake Master Cylinder, Original Style	TD-1F	180-730	1	219.95	175.95
Brake Master Cylinder, Replacement	TC	181-195	1	124.95	99.95
Rear Wheel Cylinder	TC	180-580	2	214.95	171.95
Rear Wheel Cylinder	TD-1F	180-530	2	54.95	43.95
Brake Shoe Set, Front or Rear	TD-1F	182-130	2	69.95	67.45
Castrol Brake Fluid (12 oz)	all	220-455	1	3.95	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	1	3.95	2.95

Replace steel brake lines to avoid failure due to corrosion.

Description	Appl	Part No	Qty	Reg	Sale
Cupro Nickel Brake Pipe Set	TD-1F	183-168	1	\$78.95	\$59.20

Body and Interior

Install a cool steering wheel, new floor mats and a wood dash.

Description	Appl	Part No	Qty	Reg	Sale
Walnut Finished Dashboard	TC	233-635	1	399.95	\$272.95
Walnut Finished Dashboard	Early TD	233-645	1	435.95	\$353.10
Walnut Finished Dashboard	Late TD	233-665	1	435.95	\$353.10
Polished Grab Handle with MG Crest	all	229-100	1	32.95	28.65
Dash Bead Set	TC	454-100	1	114.95	97.70
Dash Bead Set	TD	454-110	1	169.95	147.65
Original Flocked Glovebox	TD	454-155	1	34.95	28.20
Embroidered Black Carpet Floor Mat Set	TD-1F	240-450	1	66.95	54.20
Ultra Plush Black Carpet Floor Mat Set	TD-1F	240-750	1	124.95	101.20



Body and Interior

Install a cool steering wheel, new floor mats and a wood dash.

Description	Appl	Part No	Qty	Reg	Sale
Original Type Steering Wheel	TD-1F	444-230	1	\$349.95	\$199.95
Original Type Steering Wheel Center Piece	TD-1F	207-340	1	27.95	4.20
13" Thick Wood Grip w/ Embossed Diamond Spokes	TD-1F	503-345	1	227.25	181.90
14" Thin Wood Grip w/ Polished Diamond Spokes	all	494-180	1	229.95	183.95
14" Thin Wood Grip w/ Polished Diamond Spokes	all	905-050	1	229.95	183.95
15" Leather Rim w/ Polished Diamond Spokes	all	905-065	1	219.95	173.95
15" Leather Rim w/ Polished Diamond Spokes	all	905-102	1	219.95	173.95
15" Leather Rim w/ Black Diamond Spokes	all	494-195	1	219.95	173.95
15" Leather Rim w/ Black Diamond Spokes	all	505-115	1	159.95	114.75
Adapter Ring, Classic Style Wheel	all	494-317	1	69.95	55.95



Add some useful exterior bits.

Description	Appl	Part No	Qty	Reg	Sale
Accessory Sun Vent	all	240-380	2	\$55.95	\$18.45
Brooklands Rollup Screen	all	224-80	2	119.95	59.95
Brooklands Window Set	all	240-180	1	79.95	59.95
High-Neck Luggage Rack	TD	244-460	1	201.45	208.15
High-Neck Luggage Rack	TF	244-500	1	209.95	219.95
High-Neck Luggage Rack	TF	244-580	1	244.95	203.95
Pushed Door Threshold/Pane Set	all	451-388	1	21.95	20.95
Chrome Fuel Tank End Panel Set	TC	451-658	1	199.95	172.95
Chrome Fuel Tank End Panel Set	TD	451-648	1	54.95	49.45
Chrome Fuel Tank End Panel Set	TF	451-653	1	199.95	172.95
Chrome Fuel Tank End Panel Set	TD-1F	451-650	1	42.95	32.20
Chrome Badge Bar	TC-1D	160-300	2	16.23	8.20
Windshield Wiper Blade	TF	160-900	1	16.23	12.15
Brown & Green Hoodster Shell Medallion	TC-1D	201-010	1	21.95	16.45

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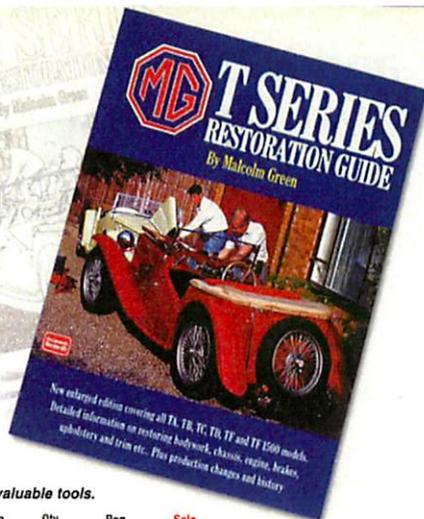
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Source Material



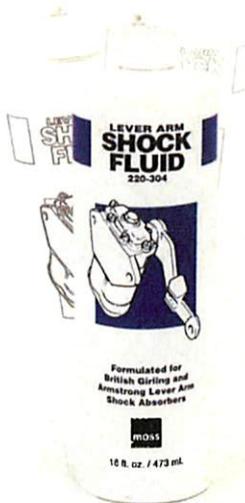
✓ These books and a Moss Catalog are invaluable tools.

Description	Appl	Part No	Qty	Reg	Sale
Factory Workshop Manual	TD-TF	210-400	1	\$49.95	\$40.45
MG T Series Restoration Guide	all	211-335	1	38.75	31.35
TCS Forever	TC	211-325	1	119.70	96.95
The Original MGT-Series by Clausager	all	211-390	1	34.95	27.95
The T Series Handbook	all	212-980	1	32.95	29.65

Suspension

✓ Upgrade your suspension by replacing short lived rubber bushings with durable Polyurethane.

Description	Appl	Part No	Qty	Reg	Sale
Poly Front Spring Bush	TC	280-625	8	\$5.60	\$4.20
Large Poly Rear Spring Shackle Bush	TC	280-615	4	7.50	5.60
Small Poly Rear Spring Shackle Bush	TC	280-625	4	5.60	4.20
Front Lower A Arm Poly Bush Set	TD-TF	281-400	1	26.95	20.20
Poly Rear Spring Shackle Bush	TD-TF	280-625	8	5.60	4.20
Shock Bush Installation Tool Kit	all	385-890	1	54.95	44.50
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45
Valve Stem Cap, Nickel with MG Logo	all	215-825	1	4.95	4.35
Valve Stem Cap Set with MG Logo	all	215-835	1	15.95	13.05

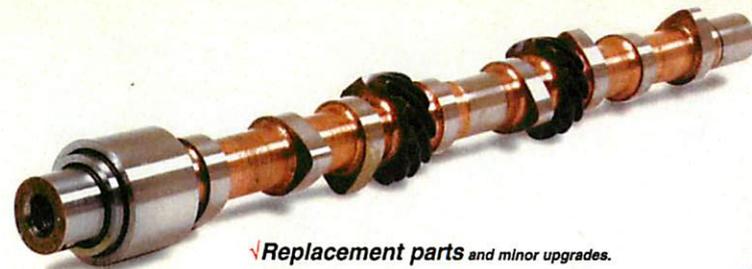


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Engine



✓ Replacement parts and minor upgrades.

Description	Appl	Part No	Qty	Reg	Sale
Q12 Style Ignition Coil	all	143-210	1	\$44.95	\$36.40
Front Engine Mount	TC	410-010	1	27.95	22.35
Front Engine Mount	TD-TF	411-010	1	15.50	11.60
Water Outlet	TF	434-150	1	21.55	16.15
Clutch Pressure Plate	all	190-120	1	99.95	85.95
Clutch Disc	TD from (e)9408 -TF	190-140	1	64.95	57.80
Crane Slock Camshaft	all	451-260	1	249.95	199.95
Crane Performance Camshaft	all	451-270	1	249.95	199.95
Polished Side Tappet Cover	all	224-240	1	54.95	41.20
4.55:1 Ring & Pinion Set	TD-TF	267-185	1	249.95	199.95

✓ Upgrade exhaust system.

Description	Appl	Part No	Qty	Reg	Sale
Stainless Steel Exhaust System	TC	454-508	1	\$269.95	\$215.95
Stainless Steel Exhaust System	TD-TF	454-528	1	226.40	181.10
Chrome Exhaust Tip with MG Logo	all	224-140	1	139.95	113.35

✓ Are you really interested in performance?

Description	Appl	Part No	Qty	Reg	Sale
Supercharger Kit	all	150-008	1	\$2995.00	\$2635.60



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MGT 19



Brakes

✓ **Make sure all hydraulics, cables, shoes and drums are in excellent condition and replace brake fluid.**

Description	Appl	Part No	Qty	Reg	Sale
Wheel Cylinder, RH Front	1500	180-640	2	\$24.95	\$21.95
Wheel Cylinder, LH Front	1500	180-650	2	24.95	21.95
Wheel Cylinder, Rear	all except Twin Cam	180-630	2	54.95	43.95
Brake & Clutch Master Cylinder	1500	180-670	1	329.95	296.95
Caliper Piston	1600-1600 MkII	180-740	4	54.95	48.35
Brake Shoe Set, Front	1500	182-150	1	39.95	29.95
Brake Shoe Set, Rear	all	182-150	1	39.95	29.95
Brake Drum, Front	1500 w/disc wheels	264-790	2	89.95	73.75
Brake Drum, Rear	all	264-790	2	89.95	73.75
Handbrake Cable	with disc wheels	331-100	1	13.95	12.25
Handbrake Cable	with wire wheels	331-130	1	12.95	11.40
Castrol Brake Fluid (12 oz)	all	220-455	A/R	3.55	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	A/R	3.95	2.95

✓ **Replace rubber brake hoses with stainless steel for a crisp pedal.**

Description	Appl	Part No	Qty	Reg	Sale
Stainless Steel Brake Hose Set	1500	182-218	1	\$84.95	\$74.75
Stainless Steel Brake Hose Set	1600-1600 MkII	182-208	1	84.95	74.75

✓ **Replace steel brake lines to avoid failure due to corrosion.**

Description	Appl	Part No	Qty	Reg	Sale
Cupro Nickel Brake Pipe Set, LHD	1500 thru (c)27988 disc whl, (c) 28539 wire whl	183-008	1	\$78.95	\$63.15
Cupro Nickel Brake Pipe Set, LHD	1500 from (c)27989 disc whl, (c) 28540 wire whl	183-048	1	78.95	59.20
Cupro Nickel Brake Pipe Set, LHD	1600-1600 MkII	183-088	1	78.95	59.20
Cupro Nickel Brake Pipe Set, LHD	Twin Cam, MkII Deluxe	183-178	1	99.95	74.95

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Body and Interior

✓ **Install a cool steering wheel, new floor mats and a wood dash.**

Description	Appl	Part No	Qty	Reg	Sale
Steering Wheel, Original Style	all	263-250	1	\$174.95	\$139.95
Steering Wheel Cover, Black Leather	all	222-315	1	36.95	31.00
Steering Column Spring Cover	all	262-250	1	15.95	11.95
Steering Wheel Centerpiece	all	263-110	1	27.95	20.95
15" Thick Wood Grip w/ Brushed Drilled Spokes	all	905-945	1	227.25	181.80
15" Thin Wood Grip w/ Polished Drilled Spokes	all	454-190	1	229.95	183.95
14" Thin Wood Grip w/ Polished Drilled Spokes	all	905-050	1	229.95	183.95
16" Leather Rim w/ Polished Drilled Spokes	all	905-065	1	219.95	175.95
14" Leather Rim w/ Polished Drilled Spokes	all	905-105	1	219.95	175.95
15" Leather Rim w/ Black Drilled Spokes	all	454-195	1	219.95	175.95
14" Leather Rim w/ Black Drilled Spokes	all	905-115	1	219.95	175.95
Adapter Hub, Classic Style Wheel	all	454-337	1	69.95	55.95
Floor Mat Sets:					
Black Rubber Floor Mat Set - Good	all	241-810	1	24.95	18.70
Embroidered Black Carpet Floor Mat Set - Better	all	240-410	1	66.95	54.20
Ultra Plush Black Carpet Floor Mat Set - Best	all	240-710	1	124.95	101.20
Paddy Hopkirk Acc. Pedal Extension	all	900-315	1	27.25	23.95
Floor Mat Set, Black Rubber	all	241-810	1	24.95	18.70
Dashboard, Burl Wood	all	233-610	1	379.95	334.35

✓ **Add some useful exterior bits.**

Description	Appl	Part No	Qty	Reg	Sale
Stem Mount Driving Lamp	all	162-700	2	\$129.95	\$103.95
Stem Mount Fog Lamp	all	162-800	2	129.95	103.95
Lamp Bracket, LH	all	407-720	1	39.95	29.95
Lamp Bracket, RH	all	407-730	1	39.95	33.95
Front Apron, Fiberglass	all	455-110	1	79.95	59.95
Windwing Set	all	240-200	1	54.95	41.20
Luggage Rack, Original Style	all	244-700	1	194.95	171.55

✓ **Replace that chrome.**

Description	Appl	Part No	Qty	Reg	Sale
Front Bumper Assembly	all	454-880	1	\$89.95	\$75.55
Overrider, Front or Rear	all	454-940	4	24.95	19.95
Rear Bumper	all	453-170	1	87.95	65.95
Badge Bar	all	453-400	1	79.95	68.75
License Lamp Assembly	all	144-200	1	24.95	18.70



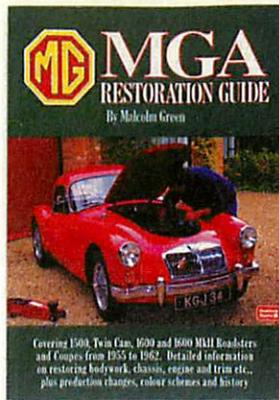
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Source Material

✓ These two books and a Moss Catalog are invaluable tools.

Description	Appl	Part No	Qty	Reg	Sale
Factory Workshop Manual	all	210-410	1	\$44.95	\$39.55
MGA Restoration Guide	all	212-965	1	29.95	23.95



Covering 1500, Twin Cam, 1600 and 1600 M4J Roadsters and Coupes from 1955 to 1962. Detailed information on restoring bodywork, chassis, engine and trim etc., plus production changes, colour schemes and history.

Suspension

✓ Make sure all the standard wear parts are in top shape.

Description	Appl	Part No	Qty	Reg	Sale
Wire Wheel Hub, RH Front	1500	264-300	1	\$149.95	\$119.95
Wire Wheel Hub, LH Front	1500	264-310	1	149.95	119.95
Wire Wheel Hub, LH Front	1600-1600 MkII From (c) 70276	264-735	1	149.95	119.95
Wire Wheel Hub, RH Front	1600-1600 MkII From (c) 70276	264-740	1	149.95	119.95
Shock Absorber, Front	all	264-800	2	209.95	167.95
Shock Absorber, RH Rear	all	267-620	1	117.95	103.80
Shock Absorber, LH Rear	all	267-630	1	117.95	102.60
Wire Wheel Hub, LH Rear	all	267-480	1	139.95	114.75
Wire Wheel Hub, RH Rear	all	267-485	1	139.95	114.75
Rear Axle Hubnut Socket	all	384-905	1	27.90	22.60
MG Crested Eared Knockoff, RH	all	200-210	2	29.95	26.35
MG Crested Eared Knockoff, LH	all	200-220	2	29.95	26.35
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45

✓ Replace short lived rubber bushings with more durable Polyurethane.

Description	Appl	Part No	Qty	Reg	Sale
Lower A Arm Poly Bush Set	all	281-400	1	\$26.95	\$20.20
Rear Spring Poly Forward Bush Set	all	267-525	1	33.95	29.85
Rear Spring Poly Pad Set	all	281-600	1	23.95	17.95
Rear Spring Poly Rear Bush Set (2 req)	all	282-855	2	13.95	10.45

✓ Upgrade wheels and tires for better adhesion and style.

Description	Appl	Part No	Qty	Reg	Sale
15" x 5" 72 Spoke Chrome Wire Wheel	all w/ wire wheels	454-660	4	\$309.95	\$272.75
15" x 4.5" 60 Spoke Chrome Wire Wheel	all w/ wire wheels	454-630	4	259.95	220.95
15" x 5.5" Knockoff Sport Wheel	all w/ wire wheels	455-385	4	299.95	263.95
15" x 5.5" Bolt On Sport Wheel	all w/ bolt on wheels	456-045	4	179.95	158.35
Valve Stem Cap, Nickel with MG Logo	all	215-825	1	4.95	4.35
Valve Stem Cap Set with MG Logo	all	215-835	1	15.95	13.05



Engine

✓ Install electronic ignition (and be done with points forever), then tune up and adjust valves.

Check Clutch.

Description	Appl	Part No	Qty	Reg	Sale
Portnox Electronic Ignition Kit	Pos. Grnd. DM2 dist.	222-615	1	\$118.80	\$95.00
Portnox Electronic Ignition Kit	Neg. Grnd. DM2 dist.	222-605	1	113.95	91.15
Portnox Electronic Ignition Kit	Pos. Grnd. 25D dist.	222-555	1	118.50	94.80
Portnox Electronic Ignition Kit	Neg. Grnd. 25D dist.	222-405	1	104.95	83.95
Crane Electronic Ignition Kit	all	222-680	1	126.30	113.65
Lucas Sport Ignition Coil	all	143-200	1	39.95	29.95
Distributor Vacuum Line	all	163-620	1	34.95	26.20
SU Fuel Pump, Pos. Ground	all	377-040	1	109.95	96.75
Oil Pressure/Water Temperature Gauge	all	361-761	1	129.95	114.35
Clutch Slave Cylinder Hose	all	180-820	1	12.95	9.70
Clutch Slave Cylinder	all	180-720	1	54.95	49.45
Clutch Pressure Plate	all	190-120	1	99.95	85.95
Clutch Disc, 10 Spline	1500-1600 MkII to (e)3928	190-140	1	64.95	57.80
Clutch Disc, 23 Spline	1600 Mk II from (e)3929	190-250	1	59.95	50.95

✓ Install header, upgrade exhaust system.

Description	Appl	Part No	Qty	Reg	Sale
Performance Exhaust Header	all	454-855	1	\$298.95	\$257.10
Stainless Steel Exhaust System	all	454-875	1	169.95	149.55
Muffler, Original Style	all	454-580	1	44.95	33.70

✓ Install upgraded cylinder head and related items.

Description	Appl	Part No	Qty	Reg	Sale
Heavy Duty Head Stud Kit	all	322-858	1	\$163.95	\$132.80
Vernier Timing Gear Set	all	460-388	1	124.95	99.95
Alloy Cylinder Head	all, may require cyl. relief	451-805	1	789.95	695.15
Cross-Flow Cylinder Head *	all, may require cyl. relief	451-690	1	1279.00	1125.50
Oil Pump Assembly	all	460-730	1	79.95	59.95
Head Gasket Set	all	296-420	1	20.95	15.70
Lower Gasket Set	all	296-430	1	17.95	13.45
Stainless Steel Flexible Oil Line	all	376-060	1	19.95	14.95

*Note: Comes complete with valves and springs, requires special intake manifold

✓ Make it pretty.

Description	Appl	Part No	Qty	Reg	Sale
Alloy Valve Cover	all	224-508	1	\$79.95	\$59.95
Black Textured Alloy Valve Cover	all	224-490	1	69.95	67.45
Dark Red Engine Spray Paint 12 oz.	all	220-540	A/R	12.95	9.70



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Brakes

Make sure all hydraulics, cables, shoes and drums are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Brake Booster	all	182-170	2	\$29.95	\$23.45
Wheel Cylinder, Rear	Rect: all + GT 10 (G) 138400	180-635	2	19.95	14.95
Wheel Cylinder, Rear	GI from (G) 138401	180-645	2	41.95	36.90
Brake Shoe Set	all	182-100	1	26.95	20.20
Handbrake Cable	thru 1967 w/ disc wheels	331-100	1	13.95	12.25
Handbrake Cable	thru 1967 w/ wire wheels	331-130	1	12.95	11.40
Control Brake Fluid (12 oz)	all	220-455	AR	3.95	3.55
Locked Brake Fluid (500 ml)	all	220-400	AR	3.95	2.85



Install high performance pads and rotors and replace rubber brake hoses with Stainless Steel.

Description	Appl	Part No	Qty	Reg	Sale
Brake Pad Set, Semi-Metallic	all	182-225	1	\$29.95	\$26.35
Brake Pad Set, Overzeo Semi-Metallic	all	182-235	1	79.95	71.95
Stainless Steel Brake Hose Set	all	182-228	1	84.95	74.75
Cross Drilled and Slotted Brake Hub	all	596-605	2	149.95	134.95

Replace steel brake lines to avoid failure due to corrosion.

Description	Appl	Part No	Qty	Reg	Sale
Cupro Nickel Brake Pipe Set	thru 1967	182-998	1	\$78.95	\$59.20
Cupro Nickel Brake Pipe Set	1968-74	183-118	1	78.95	59.20
Cupro Nickel Brake Pipe Set	1975-76	183-128	1	78.95	59.20
Cupro Nickel Brake Pipe Set	1977 on	183-188	1	78.95	59.20

Body and Interior

Sharpen up the instrument panel and switches.

Description	Appl	Part No	Qty	Reg	Sale
Center Console Lid	1977 on	455-755	1	\$36.95	\$32.15
Center Console Airway	1972 on	453-780	1	16.95	14.20
Chaperone Lighter	all	142-270	1	29.95	23.95
Interior Dash Whitele-Finish Spray Paint, 12oz	thru 1967	220-570	1	10.80	8.75
Interior Lamp Assembly	1971-76	158-825	1	22.95	17.20
Interior Lamp Lens & Bezel	1971-76	158-825	1	10.95	8.20
Ton Signal & Horn Switch	thru 1967	141-770	1	84.95	63.70
Ton Signal/Driver Switch	1968-70	141-810	1	84.95	63.70
Ton Signal/Passenger Switch	1971-73	141-830	1	59.95	44.95
Ton Signal/Driver Switch	1974-76	141-840	1	59.95	44.95
Ton Signal/Passenger Switch	1977 on	141-850	1	69.95	52.45



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Body and Interior

Install a cool steering wheel, new floor mats and a wood dash

Description	Appl	Part No	Qty	Reg	Sale
15" Thin Wood Grp w/ Brushed United Spokes	all	905-945	1	\$277.25	\$181.60
14" Thin Wood Grp w/ Painted United Spokes	all	905-190	1	229.95	163.95
15" Leather rim w/ Painted United Spokes	all	905-050	1	229.95	163.95
14" Leather rim w/ Painted United Spokes	all	905-105	1	219.95	175.95
15" Leather rim w/ Buck Chilled Spokes	all	905-195	1	219.95	175.95
14" Leather rim w/ Buck Chilled Spokes	all	905-115	1	219.95	175.95
Adapter Hub, Classic Style Wheel	thru 1967	454-365	1	69.95	55.95
Adapter Hub, Classic Style Wheel	1968-69	905-470	1	69.95	61.55
Adapter Hub, Classic Style Wheel	1970	905-475	1	69.95	62.45
Adapter Hub, Classic Style Wheel	1971-76	905-485	1	69.95	55.95
Adapter Hub, Classic Style Wheel	1977 on	905-480	1	69.95	52.45
Engraved Black Carpet Floor Mat Set - Best	thru 1967	240-420	1	24.95	18.70
Engraved Black Carpet Floor Mat Set - Best	thru 1967	240-420	1	24.95	18.70
Black Rubber Floor Mat Set - Good	thru 1967	240-720	1	66.95	54.20
Black Rubber Floor Mat Set - Good	1968 on	240-420	1	66.95	54.20
Ultra Plush Buck Carpet Floor Mat Set - Best	1968 on	240-420	1	124.95	101.20
Oil Pressure/Water Temperature Gauge	thru 1967	361-730	1	129.95	114.55
Reinforced Wood Dash Kit	1972-76	453-830	1	289.95	218.65
Reinforced Wood Dash Kit	1977 on	453-840	1	289.95	218.65
Zebra Wood Dash Kit	1977 on	453-845	1	289.95	218.65



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Sharpen up the exterior.

Description	Appl	Part No	Qty	Reg	Sale
Front Valance Panel	1963-72	457-120	1	\$84.95	\$67.95
Front Valance Panel	1973-74	457-115	1	84.95	74.75
Front Valance Panel	1975 on	457-125	1	82.95	73.00
Door Vent Grille	all	471-020	1	18.95	16.75
Door Mirror, LH Convex	1974 on	165-180	1	29.95	26.35
Door Mirror, RH Convex	1974 on	165-185	1	29.95	26.35
Grille Assembly	thru 1969	454-140	1	144.95	127.55
Grille Assembly	1970-72	455-308	1	219.95	193.55
Grille Assembly	1973-74	455-340	1	137.95	121.40
Master Lock Set, 3 piece	1965 on	401-598	1	64.95	52.60
Doorlock Fitting Kit	1965 on	402-195	1	23.35	17.50
Headlamp Lens	thru 1979	164-010	2	18.95	14.20
Headlamp Lens	1987 on	164-860	2	10.95	8.20
Wiper Blade, Chrome	thru 1968	590-390	2	6.95	5.55
Wiper Blade, Black	1969-72	165-015	2	8.95	7.55
Wiper Blade, Black	1973 on	165-060	2	9.95	8.35
Wiper Blade, Black	GT 1984-88	165-020	2	9.95	8.75
License Plate Lamp	GT 1969-72	165-050	2	9.95	8.55
License Plate Lamp	GT 1973 on	165-090	2	26.95	20.20
Tail Lamp Assembly	1977 on	144-230	2	12.95	11.40
Tail Lamp Assembly	thru 1969	144-350	2	99.95	88.95
Tail Lamp Lens, Red/amber	1970 on	164-735	2	14.95	11.20
Tail Lamp Lens, Lucas	1970 on	164-835	2	26.95	20.20

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Source Material

✓ These books and a Moss Catalog are invaluable tools.

Description	Appl	Part No	Qty	Reg	Sale
Workshop Manual Reprint	thru 1974	212-320	1	\$44.95	\$40.45
Workshop Manual Reprint	1975 on	215-325	1	39.95	35.95

Suspension

✓ Make sure all the standard wear parts are in top shape.

Description	Appl	Part No	Qty	Reg	Sale
Wheel Bearing Kit, Front	all	125-840	2	\$18.95	\$16.65
Shock Absorber, Front	all	264-360	2	194.55	163.75
MG Crested Eared Knockoff, RH	thru 1964-12 tpi	200-210	2	29.95	26.35
MG Crested Eared Knockoff, LH	thru 1964-12 tpi	200-220	2	29.95	26.35
Wire Wheel Hub, RH Front	thru 1964-12 tpi	264-850	1	129.95	114.35
Wire Wheel Hub, LH Front	thru 1964-12 tpi	264-860	1	129.95	114.35
Wire Wheel Hub, RH Front	1965 on-8 tpi	264-870	1	129.95	106.55
Wire Wheel Hub, LH Front	1965 on-8 tpi	264-880	1	129.95	106.55
Wire Wheel Hub, RH Rear	1968 on-8 tpi, tube axle	267-720	1	129.95	109.15
Wire Wheel Hub, LH Rear	1968 on-8 tpi, tube axle	267-730	1	129.95	109.15
Shock Absorber, RH Rear	all	257-705	1	117.95	103.80
Shock Absorber, LH Rear	all	267-715	1	117.95	103.80
Rear Shock Absorber Link	1975 on	267-645	2	22.95	18.35
Leaf Spring	Rdst. thru 1974	454-760	2	69.95	58.75
Leaf Spring	Rdst. 1975 on	454-775	2	69.95	61.55
Leaf Spring	GT 1966-74	454-770	2	69.95	61.55
Rear Spring Fitting Kit	1968 on	454-937	1	19.95	14.95
Rear Axle Hubnut Socket	thru 1967	384-905	1	27.90	22.60
Kinpin Reamer	all	386-370	1	229.95	186.25
Steering Rack Seal Set, Original	all	263-385	1	46.20	35.10
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45
Heavy Duty Shock Valve, Front	all	264-345	2	24.95	18.70

✓ Replace short lived rubber bushings with more durable Polyurethane.

Description	Appl	Part No	Qty	Reg	Sale
Lower A Arm Poly Bush Set	all	281-400	1	\$26.95	\$20.20
Upper A Arm Poly Bush Set	all	282-325	1	10.50	9.20
Front X-member Poly Pad Set	1963-74	264-906	1	32.95	29.00
Rear Spring Poly Forward Bush Set	all	267-525	1	33.95	29.85
Rear Spring Poly Pad Set	all	281-600	1	23.95	17.95
Rear Spring Poly Rear Bush Set (2 req)	all	282-855	2	13.95	10.45

✓ Upgrade wheels and tires for better adhesion and style.

Description	Appl	Part No	Qty	Reg	Sale
Wire Wheel, Painted 60-spoke, 14" x 4.5"	w/ wire wheels	454-625	4	\$154.95	\$130.15
Knockoff Sport Wheel, "Minitite" Style 14" x 5.5"	w/ wire wheels	455-360	4	284.95	260.75
Sport Wheel, "Minitite" Style 14" x 5.5"	w/ disc wheels	455-386	4	159.95	134.35
Wheel Trim Ring, 14" Stainless Steel	all	455-370	4	14.95	11.20
Road Wheel, Limited Edition	all	462-750	4	179.95	158.35
Valve Stem Cap Set with MG Logo	all	215-835	1	15.95	13.05



Engine

✓ Install electronic ignition (and be done with points forever), then tune up and adjust valves. Check clutch.

Description	Appl	Part No	Qty	Reg	Sale
Pertronix Electronic Ignition Kit	Pos. Grnd. 25D dist. thru 1974	222-555	1	\$118.50	\$94.80
Pertronix Electronic Ignition Kit	Neg. Grnd. 25D dist. thru 1974	222-405	1	104.95	83.95
Pertronix Electronic Ignition Kit	1975 45D4 dist.	222-435	1	104.95	83.95
Pertronix Electronic Ignition Kit	1976 on OPUS dist. (integral amp)	222-425	1	104.95	83.95
Pertronix Electronic Ignition Kit	1978 on CEI dist. (remote amp)	222-475	1	104.95	83.95
Crane Electronic Ignition Kit	all	222-680	1	126.30	113.65
Lucas Sport Ignition Coil	thru 1974	143-200	1	39.95	29.95
Mallory Dual Point Distributor	all	143-180	1	217.95	196.15
Clutch Slave Cylinder	all	180-720	1	54.95	49.45
Clutch Slave Cylinder Hose	all	180-820	1	12.95	9.70
Clutch Kit, Borg & Beck	all	190-808	1	119.95	95.95
Clutch Disc	all	190-250	1	59.95	50.95
Flywheel Ring Gear	thru 1967	190-040	1	44.95	33.70

✓ Upgrade fuel delivery, carburetors, emission equipment and exhaust manifold.

Description	Appl	Part No	Qty	Reg	Sale
SU HS4 Carburetor Set	1968	366-478	1	\$369.95	\$332.95
1 3/4" SU Carburetor Conversion*	all w/ separate exhaust manifold	366-398	1	699.95	629.95
Weber DCOE Carburetor Conversion*	all w/ separate exhaust manifold	222-460	1	699.00	615.10
SU Fuel Pump, Pos. Ground	thru 1964	377-040	1	109.95	96.75
SU Fuel Pump, Pos. Ground	1965-67	377-160	1	109.95	96.75
SU Fuel Pump, Neg. Ground	1968 on	377-165	1	99.95	74.95
Intake & Exhaust Manifold	1975 on	373-840	1	549.95	483.95
Gulp Valve	1968 on	366-010	1	39.95	29.95
Air Pump Check Valve	1968 on	367-000	1	22.95	20.65
E.G.R. Valve	1975 on	367-080	1	49.95	44.45



✓ Install header, upgrade exhaust system.

Description	Appl	Part No	Qty	Reg	Sale
3 into 1 Exhaust Header*	all	459-010	1	\$174.95	\$146.95
Catalytic Converter, Replacement	1976 on	444-175	1	179.95	158.35
Stainless Steel Exhaust Header*	all	459-015	1	199.95	179.95
Stainless Steel Exhaust System	thru 1974	454-560	1	229.95	197.75
Stainless Steel Exhaust System	1975 Fed	454-570	1	229.95	183.95
Stainless Steel Exhaust System	1976 on	454-745	1	189.95	161.45

✓ Install upgraded cylinder head and related items, install/upgrade oil cooler.

Description	Appl	Part No	Qty	Reg	Sale
Alloy Cylinder Head	thru 1967	451-805	1	\$789.95	\$695.15
Alloy Cylinder Head	1968 on	451-815	1	789.95	695.15
Cross-Flow Cylinder Head with valves and springs, requires special intake manifold	all, may require cyl. relief	451-690	1	1279.00	1125.50
Vernier Timing Gear Set	all	460-388	1	124.95	99.95
Heavy Duty Rod Bolt Kit	1972 on	322-848	1	114.95	93.10
Heavy Duty Cylinder Head Stud Kit	all	322-858	1	163.95	132.80
Heavy Duty 5 Main Bearing Cap Kit 5 main only	all	322-878	1	151.95	123.05
Alloy Flywheel Assembly	1968 on	460-675	1	459.95	404.75
Oil Cooler Hose, 26"	1965-74	435-650	1	19.95	14.95
Oil Cooler Hose, 45 1/2"	1965-74	435-660	1	19.95	15.95
13-Row Oil Cooler Radiator	thru 1974	235-925	1	99.95	74.95
Stainless Steel Flexible Oil Line	all	376-180	1	16.95	12.70
Factory Style Oil Cooler Kit	1975 on	235-990	1	124.95	99.95

✓ Make it pretty.

Description	Appl	Part No	Qty	Reg	Sale
Polished Alloy Valve Cover	all	224-508	1	\$79.95	\$59.95
Black Textured Alloy Valve Cover	all	224-490	1	89.95	67.45
Dark Red Engine Spray Paint 12 oz.	thru 1971	220-540	A/R	12.95	9.70

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*Amendments to the clean air act make it illegal for anyone to change or alter the emission control system of any automobile in the United States except those used exclusively for offroad.

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Brakes

Make sure all hydraulics and rotors are in excellent condition and replace brake fluid.

Description	Appl	Part No	Qty	Reg	Sale
Brake & Clutch Master Cylinder	all w/ front drum brakes.	180-070	1	\$329.95	\$296.95
RH Front Wheel Cylinder	all w/ front drum brakes.	180-040	2	24.95	21.95
LH Front Wheel Cylinder	all w/ front drum brakes.	180-050	2	24.95	21.95
Brake Master Cylinder	1968 on	180-345	1	169.95	152.95
Clutch Slave Cylinder	1968-74	180-020	1	12.95	12.55
Rear Brake Hose	all	180-055	1	13.95	12.55
Rear Wheel Cylinder .875"	1961-62 w/ front drum brakes	180-445	2	129.95	103.95
Rear Wheel Cylinder .75"	1964-74	180-385	2	18.95	14.20
Brake Rotor	all w/ wire wheels	182-145	2	27.95	20.95
Brake Rotor	all w/ disc wheels	182-155	2	27.95	20.95
Castrol Brake Fluid (12 oz)	all	220-455	AR	3.95	3.55
Lockheed Brake Fluid (500 ml)	all	220-400	AR	3.95	2.95



Install high performance pads and rotors.

Description	Appl	Part No	Qty	Reg	Sale
Semi Metallic Brake Pad Set	all w/ disc brakes	071-537	1	\$29.95	\$26.95
Cross Drilled and Slatbed Brake Rotors	all w/ disc wheels	586-030	2	164.95	131.95

Replace steel brake lines to avoid failure due to corrosion.

Description	Appl	Part No	Qty	Reg	Sale
Cupra Nickel Brake Pipe Set	Bugiee	184-038	1	78.95	\$59.20
Cupra Nickel Brake Pipe Set	1961-62 w/ front drum brakes	184-018	1	78.95	\$59.20
Cupra Nickel Brake Pipe Set	1963-67 w/ front disc brakes	184-028	1	78.95	\$59.20
Cupra Nickel Brake Pipe Set	1968-74	184-038	1	78.95	\$59.20
Cupra Nickel Brake Pipe Set	1975 on	184-048	1	78.95	\$59.20

Body and Interior

Install a cool steering wheel.

Description	Appl	Part No	Qty	Reg	Sale
Steering Wheel, Original Style	1964-67	483-885	1	\$199.95	\$171.95
Original Style Steering Wheel	1968-69	483-890	1	229.95	140.75
15" Thick Wood Grn w/ Bushed Dished Spokes	all	454-100	1	227.25	181.80
15" Thin Wood Grn w/ Bushed Dished Spokes	all	454-100	1	229.95	183.95
15" Leather Rim w/ Bushed Dished Spokes	all	809-060	1	229.95	183.95
15" Leather Rim w/ Polished Dished Spokes	all	809-060	1	219.95	173.95
14" Leather Rim w/ Bushed Dished Spokes	all	454-105	1	219.95	173.95
14" Leather Rim w/ Black Dished Spokes	all	454-115	1	219.95	173.95
Adapter Hub, Classic Style Wheel	1968-67	503-345	1	69.95	55.95
Adapter Hub, Classic Style Wheel	1968-69	454-383	1	69.95	55.95
Adapter Hub, Classic Style Wheel	1970-76	503-460	1	69.95	55.95



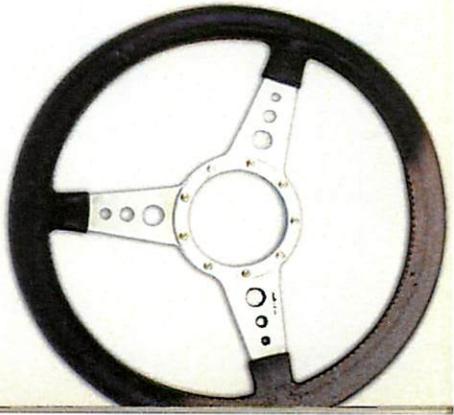
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Body and Interior

Replace that chrome.

Description	Appl	Part No	Qty	Reg	Sale
Front Bumper Face Bar	Bugiee	400-170	1	\$239.95	\$211.15
Front Bumper	1964-69	454-010	2	35.95	20.10
Rear Overfender	Bugiee	400-210	2	66.95	50.20
Rear Bumper Face Bar	1961-69	400-240	1	149.95	119.95
Rear Bumper Face Bar	1961-69	853-100	1	226.35	183.30
Front Bumper Face Bar	1961-69	853-110	1	29.95	22.45
Front or Rear Overfender	1970-74	400-270	1	148.95	118.95
Rear Bumper, NH	1970-74	400-320	1	69.95	44.95
Rear Bumper, LH	1970-74	400-330	1	59.95	44.95
Front or Rear Overfender	1970-74	400-310	1	38.95	21.70
Grille	Sprite 1961-69	459-760	1	164.95	131.95
Door Mirror, LH Convex	1974 on	459-780	1	324.95	298.95
Door Mirror, RH Convex	1974 on	105-100	1	24.95	20.35



Upgrade interior fitting.

Description	Appl	Part No	Qty	Reg	Sale
Oil Pressure/Water Temperature Gauge	thru 1974	361-761	1	\$79.95	\$114.35
Dashboard Repair Panel	1968 on	453-950	1	84.95	36.70
Combination Headlight/ign. Switch	Bugiee	140-510	1	84.95	63.70
Turn Signal Switch	1962-67	141-710	1	84.95	63.70
Turn Signal & Horn Switch	1968-70	141-810	1	84.95	63.70
Turn Signal/Dimmer Switch	1971-73	141-840	1	59.95	44.95
Turn Signal/Dimmer Switch	1974-77	141-850	1	59.95	44.95
Doorlock Fitting Kit	1978 on	402-195	1	69.95	52.45
	1984 on			23.35	17.50



Sharpen up the exterior.

Description	Appl	Part No	Qty	Reg	Sale
Backup Lamp Lens	1967 on	164-860	2	\$10.95	\$8.20
License Lamp Assembly	1968-69	144-200	1	24.95	18.70
License Plate Lamp, chrome	1975-76	144-220	2	26.95	20.20
License Plate Lamp, black	1977 on	144-230	2	12.95	11.40
Tail Lamp Assembly	1961-69	144-390	2	99.95	88.95
Tail Lamp Lens, Lucas	1970 on	164-395	2	99.95	88.95
Tail Lamp Lens, Replacement	1970 on	164-735	2	14.95	11.20
Side Marker Lamp, LH Front	1970 on	164-845	1	64.95	57.15
Side Marker Lamp, RH Front	1970 on	164-855	1	64.95	57.15
Wiper Blade	1968-68	164-980	2	9.95	7.45
Wiper Blade	1969-72	165-065	2	9.95	8.65
Wiper Blade, Stainless	1973-76	165-048	3	9.95	8.75
Wiper Blade, Black	1977 on	165-045	3	8.95	6.70
License Plate Backing Plate	thru 1974	451-295	1	17.95	13.45
Hood Release Handle & Escutcheon	Bugiee	401-970	1	29.95	22.45

Don't fall through.

Description	Appl	Part No	Qty	Reg	Sale
Floor Pan, RH	1964 on	455-410	1	\$104.95	\$83.95
Floor Pan, LH	1964 on	455-415	1	104.95	83.95

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BRAKES

Make sure all hydraulics, shoes, pads and drums are in excellent condition and replace brake fluid.



Description	Part No	Qty	Reg	Sale
Brake Master Cylinder	B4 to C.E. 48862	1	\$139.95	\$111.95
Brake Master Cylinder	B4 from C.E. 48862, B46	1	\$159.95	\$127.95
Brake Master Cylinder (without servo)	B17, B17 & B17	1	79.95	67.15
Brake Servo Assembly, Locked	3000	1	474.95	379.95
Brake & Clutch Fluid Reservoir	B44 from C.E. 48863	1	68.95	59.30
Brake Pad Set	B18 thru B18	2	44.95	39.70
Brake Flator	B18 from (c)26705 on	1	16.95	14.90
Castrol Brake Fluid (12 oz)	all	1	3.95	3.55
Locked Brake Fluid (500 ml)	all	A/R	3.95	2.55

Replace rubber brake hoses with stainless steel for a crisp pedal.

Description	Part No	Qty	Reg	Sale
Stainless Steel Brake Hose Set	B41, B42	1	\$84.95	\$74.75
Stainless Steel Caliper Piston	B41, B17, B17, B18	4	25.35	19.00
Stainless Steel Caliper Piston to (c)26704	021-176	4	25.60	20.45
Stainless Steel Caliper Piston B18 from (c)26705 on	582-095	4	25.60	20.45

Replace steel brake lines to avoid failure due to corrosion.

Description	Part No	Qty	Reg	Sale
Cupro-Nickel Brake Pipe Set	B41, B42	1	\$78.95	\$69.20
Cupro-Nickel Brake Pipe Set	B44, B46	1	78.50	68.85
Cupro-Nickel Brake Pipe Set	B47, B17 & B17	1	78.95	69.20
Cupro-Nickel Brake Pipe Set (without servo system)	585-428	1	78.95	69.20
Cupro-Nickel Brake Pipe Set (with servo system)	585-438	1	78.95	69.20

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BODY and INTERIOR

Install a cool steering wheel and some new floor mats.

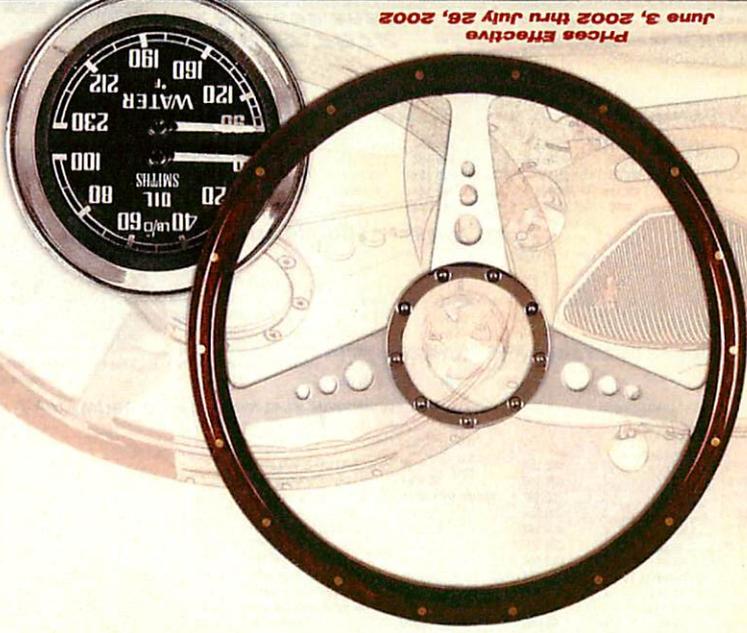
Description	Part No	Qty	Reg	Sale
15" Thick Wood Grp w/ Brushed Drilled Spokes	905-945	1	\$227.25	\$181.80
15" Thin Wood Grp w/ Polished Drilled Spokes	454-190	1	229.95	183.95
14" Thin Wood Grp w/ Polished Drilled Spokes	905-050	1	229.95	183.95
15" Leather firm w/ Polished Drilled Spokes	905-065	1	219.95	175.95
15" Leather firm w/ Polished Drilled Spokes	905-105	1	219.95	175.95
15" Leather firm w/ Black Drilled Spokes	454-195	1	219.95	175.95
Adapter Hub, Classic Style Wheel (non-adjustable column)	454-347	1	69.95	52.45
Floor Mat Set, Black Rubber	B14 thru B18	1	24.95	18.70
Oil Pressure/Water Temperature Gauge	361-761	1	129.95	114.35

Sharpen up the exterior.

Description	Part No	Qty	Reg	Sale
Tail & Stop Lamp	B18 from 26705	2	\$36.95	\$27.70
Headlamp Rim	B4 thru B18	2	27.95	20.95
License Lamp Assembly	B14 thru B18	1	24.95	18.70
Wingwing Set	B14 thru B17 (w/ side curtain)	1	54.95	41.20

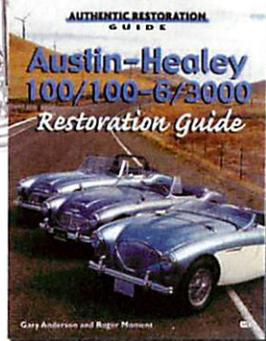
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SUSPENSION

✓ **Get the shocks working correctly.**

Description	Appl	Part No	Qty	Reg	Sale
Shock Absorber, Front	all	655-066	2	\$199.95	\$163.95
Lever Arm Shock Fluid	all	220-304	A/R	9.95	7.45

✓ **Install new wheels.**

Description	Appl	Part No	Qty	Reg	Sale
15" X 5.5" 72 Spoke Chrome Wire Wheel	all w/wire wheels	454-730	4	\$309.95	\$272.75
15" X 4.5" 80 Spoke Chrome Wire Wheel	all w/wire wheels	454-630	4	259.95	220.95
15" x 5.5" Knockoff Sport Wheel	all w/wire wheels	455-385	4	299.95	263.95

SOURCE MATERIAL

✓ **These books and a Moss Catalog are invaluable tools.**

Description	Appl	Part No	Qty	Reg	Sale
Factory Workshop Manual	BN1-BN2	021-379	1	\$52.35	\$42.40
Factory Workshop Manual	BN4 thru BJ8	021-376	1	59.95	44.95
Restoration Guide by Gary Anderson	All	211-585	1	29.95	23.95

ENGINE

✓ **Install electronic ignition (and be done with points forever), then tune up and adjust valves. Check clutch.**

Description	Appl	Part No	Qty	Reg	Sale
Pertronix Electronic Ignition Kit	Pos. Grnd. 6 cyl. w/ DM6 dist.	222-570	1	\$118.80	\$95.00
Pertronix Electronic Ignition Kit	Pos. Grnd. 6 cyl. w/ 25D6 dist.	222-560	1	118.50	94.80
Pertronix Electronic Ignition Kit	Neg. Grnd. 6 cyl. w/ 25D6 dist.	222-415	1	104.95	83.95
Crane Electronic Ignition Kit	all	222-680	1	126.50	113.65
Lucas Sport Ignition Coil	all	143-200	1	39.95	29.95
Clutch Master Cylinder	100-6, 3000 w/ 5/8" bore	513-318	1	79.95	67.15
Clutch Disc	100-4 BN2, 100-6	021-140	1	89.95	67.45
Clutch Disc	BN7, BT7, BJ7 to 29FH4878	500-100	1	89.95	73.75
Clutch Disc	BJ7 from 29FH4879 thru BJ8	502-505	1	89.95	67.45
Clutch Pressure Plate	BN1 thru BN6	021-135	1	139.95	111.95
Clutch Pressure Plate	BN7, BT7, BJ7 to 29F-114878	021-136	1	149.95	119.95

ENGINE

✓ **Upgrade fuel delivery system.**

Description	Appl	Part No	Qty	Reg	Sale
Aluminum Fuel Tank	BN1, BN2	849-075	1	\$484.95	\$426.75
Aluminum Fuel Tank	BN4 thru BJ8	021-825	1	379.95	303.95
SU Fuel Pump pos. grd.	BN1 thru BN4 to C.E. 60412	377-040	1	109.95	96.75
SU Fuel Pump square body	BN4 from C.E. 60413, BJ8 to (c)28224	377-085	1	239.95	213.55
SU Fuel Pump	BJ8 from (c)28224 on positive ground	377-160	1	109.95	96.75
SU Fuel Pump	BJ8 from (c)28224 on negative ground	377-165	1	99.95	74.95
Double Ended SU Fuel Pump	Pos. Ground	377-045	1	264.95	233.15



✓ **Upgrade exhaust system.**

Description	Appl	Part No	Qty	Reg	Sale
Stainless Steel Exhaust System	BN1, BN2	850-015	1	\$209.95	\$167.95
Stainless Steel Exhaust System	BN4 thru BJ7	610-120	1	309.95	254.15
Stainless Steel Exhaust System	BJ8	850-005	1	499.95	399.95

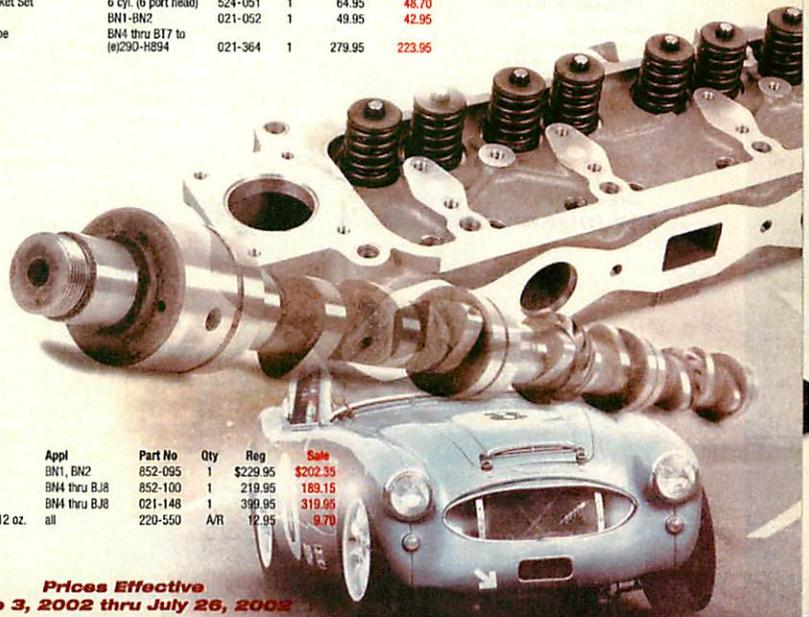
✓ **Install upgraded cylinder head and related engine items.**

Description	Appl	Part No	Qty	Reg	Sale
Rear Crankshaft Oil Seal Conversion	BN4 thru BJ8	833-415	1	\$119.95	\$95.95
"Works Rally" Type Camshaft	BN4 thru BJ8	851-325	1	899.95	737.95
Harmonic Crank Balancer	BN4 thru BJ8	031-208	1	406.95	345.90
Cylinder Head, Aluminum	BN1, BN2	021-920	1	2995.00	2695.50
Cylinder Head Gasket Set	BN1-BN2	524-012	1	79.95	71.95
Cylinder Head Gasket Set	6 cyl. (6 port head)	524-051	1	64.95	48.70
Lower Gasket Set	BN1-BN2	021-052	1	49.95	42.95
Oil Pump, Vane Type	BN4 thru BT7 to (e)290-H894	021-364	1	279.95	223.95

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✓ **Make it pretty.**

Description	Appl	Part No	Qty	Reg	Sale
Alloy Valve Cover	BN1, BN2	852-095	1	\$229.95	\$202.35
Alloy Valve Cover	BN4 thru BJ8	852-100	1	219.95	189.15
Alloy Oil Pan	BN4 thru BJ8	021-148	1	399.95	319.95
Green Metallic Engine Paint 12 oz.	all	220-550	A/R	12.95	9.70



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