

# British Motoring

WINTER 2002  
Volume 21 Number 4



## Big English Iron

Triumph TR6 vs. Austin Healey 3000

## TVR Hijinks

## Father to Son MGA

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On the cover: Two of Britain's big-six roadsters helped bring performance to America. Dave Staufacher leads the way in his RHD TR6 while Ugo Putzke follows in an award-winning Austin Healey 3000.

On this page: In the latest James Bond film, 007 returns to his automotive roots by motoring in a specially prepared Aston Martin.

## Contents

- 4 **Ritual**  
The relationship between driving a TR6 and practicing voodoo.
- 5 **Letter Box**  
Feedback, comments and questions.
- 7 **Big Iron**  
A look at the big-six hot rods, the Austin Healey and TR6.

- 11 **TVR Shenanigans**  
Colorful characters occupy Paul Richardson's memories of TVR.
- 14 **Rebuilding a Relationship**  
Restoring his father's MGA helps a son reconcile the past.
- 17 **Den of Efficiency**  
An inside look at the streamlined productivity behind Moss doors.

- 20 **Car Mart**  
Gatherings and get-togethers.
- 22 **Events Calendar**  
Places to go...things to do.



### Department of Corrections:

The chart for "Popularity Contest" on page 13 of the Fall 2002 issue overlooked some important details. The production number for the MGB should have read 515,000. The listing for the TR4/TR4A was noticeably absent and we present it below.

Make	Model	Yr
Triumph	TR4/TR4A	61-68 (TR4) 40,253; (TR4A) 28,465

# Ritual

By Wiley Davis

**F**irst I opened the driver's side door. Next I instructed my passenger to open her door. Then I lifted the bonnet and opened the glove box.

"Are you looking for something?" my passenger asked.

"No," I said. "I'm fixing the car. It'll just be a minute."

"Okay," she said, looking perplexed.

I walked around to the rear of the 1971 Triumph TR6, my first car, and opened the boot. "That should do it," I thought to myself and climbed back into the driver's seat. I turned the key and the starter whined. The starter continued to whine. It whined some more but the car refused to start. My passenger continued to look perplexed. Damn, I thought to myself. That usually does the trick. Then I noticed I had forgotten to open the ashtray. I popped it open and hit the ignition switch again while trying to avoid showing any signs of worry. The starter whined. The engine coughed and then roared. Black smoke blew from the tailpipes and we were, once again, in business. We shut the boot, the bonnet, the doors, the glove box and the ashtray and continued on our way. Lickety split.

That was how I fixed things when I was 16-years-old. It was a mixture of logic, ingenuity and good old-fashioned superstition. At that time I was at the beginning of a year-long automotive education involving British automobiles. I had yet to spend fretful hours by the roadside wondering why my left rear wheel had broken off or why the turn signal switch smelled like it was on fire (because it was, I later found out). At the time, you see, I had no idea what I was doing... but I knew what worked. In the above mentioned case — when the car would suddenly stop running for no apparent reason — opening every openable compartment on the car would make it start again. In those days I had no idea as to why this worked, I just knew that it did. I also enjoyed the procedure's mystifying effect on passengers. All of them would scoff and make fun, but

their skepticism quickly turned to awe when the TR6 would fire up immediately after the ritual. They were suddenly privy to some sort of inside ceremony, a bit of magic that was somehow lacking in their Honda Civics\*.

The ritual had to be performed several times per week and invariably it happened while I was giving rides. Word began to spread about the strange rite that would make the car run. High school kids talk and it wasn't long before I had people I barely knew asking me for a ride in the "voodoo car." What was, essentially, a fault, had become a valued (sort of) asset that lent an amusement park air to the concept of transportation. The TR6 would play tricks. It never stayed still, always throwing a new curveball, testing the mettle of a naive teenager. I remember showing up late for first period class and being grilled for an excuse by the teacher. Apparently, having to adjust the points on one's automobile before driving to school does not qualify as a justifiable excuse in the eyes of some faculty members.

Like most superstitions, however, the ritual of the open compartments was killed by a bit of (somewhat) scientific testing. It turned out that the ignition coil was to blame. When the engine had been running for a given amount of time (especially at high RPM) the coil would overheat and stop functioning. Opening all the compartments on the car gave the coil enough



time to cool down, allowing the engine to start up again. I can't remember exactly how this ritual came to be. My guess is that I was probably searching for a tool, and having looked in every compartment to no avail, decided to try the starter again... just to see. From this, it is clear how such a superstition could have evolved.

Replacing the coil fixed the problem and put an end to the ritual. However, it was the beginning of another ritual that has become too common... being stopped by the police. Installing the new coil was a guess. I thought it would fix the problem but I wasn't sure that it would. Testing was necessary. I took the TR6 out for a spin, attempting to replicate the circumstances that usually caused the engine to die. Unfortunately, this meant driving at a speed of at least 60 miles per hour. The road on which I was driving had a speed limit of 30 miles per hour and a well positioned member of local law enforcement. I was pulled over — for the first time in my life — and

forced to explain that my excess speed was required to test the new coil. The police officer saw the sense in this but added, "You should have gotten on the freeway to test that."

"I would have," I said. "But I don't have enough gas to get back home if I did." He looked at my gas gauge and saw that it was well below the "E" mark.

"Well, slow down and have a nice night," he said.

Solving the coil problem may have eliminated a superstitious, but it led to a miracle... the only ticket I've ever talked my way out of. Try that in a Honda Civic\*. ☺

*\*Author's note: The Honda Civic is used here only as a representation of supreme reliability. The author thinks Civics are wonderful automobiles and does not harbor any grudge. The Civic makes for an excellent juxtaposition because it is the complete opposite of a British sports car, what it lacks in personality it makes up for in utility.*



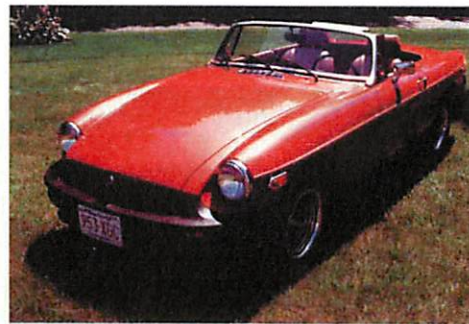
## letter box

Feedback, comments and questions from readers.

**J**ust a quick note to show you the results of some fine people's dedication to recreating a masterpiece of British sporting fun. The body is painted in a Porsche orange/red pearl metallic and gleams nicely.

Don Roy's Auto Body in Chicopee, Massachusetts, did the bodywork. The paint and seat upholstery was done by Park Auto Trim in Palmer, Massachusetts, and the electrical work by British Legends in Westfield. My son and I did all of the mechanical restoration and completely rebuilt the engine and suspension of this 1980 MGB using Moss Motors' parts. The quick delivery and excellent pricing made my rebuild delightful.

Our MG won the Spectator's Choice award on its first outing at the Agawam car show, which is predominantly American cars. We also won first place out of 10 entries in the MG rubber bumper



class at the Connecticut Triumph Register Outing.

Off to a few more shows to see how we fare with our newly created "B." Thanks again for great parts and a great little magazine.

Russ Petrucci  
Agawam, Massachusetts

I just finished reading the Summer issue of *British Motoring* — the first one I have received. Thank you so much for a very interesting publication I hope you will continue to send it to me. I just finished constructing a 1952 MGTD replica in February using a number of bits purchased from Moss Motors to make it as authentic as possible. The real story behind this project is that I started construction in August 1981 — that's right, 21 years ago. But perseverance paid off. I now drive as close to a classic British sports car as I will ever get (my other car is a 1995 Jaguar XJ6, neither a classic nor a sports car, but British).

I entered the replica in a sports car show at the annual historic sports car races at Waterford Hills Race track last weekend and was given a Gold Award (perfect score for the interior and 99 out of 100 points for the exterior). I know a replica is considered a bit of a heresy to the purists, but if there is an interest in sharing my project with your readers I would be more than happy to provide additional details and photos (I have tons).

Paul K. Meyer  
Warren, Michigan

I enjoyed the Winter 2000 article "Constant Validation" and heartily agree with the author regarding future generations. My son has been raised around old cars and is well aware of their historic value. I feel proud when my



granddaughters, ages 12 and 14, discuss the history of my 1936 Bentley with young spectators at car meets.

I also agree that owners of British cars should attend more mixed meets. I have attended meets where 80 percent of the cars were U.S. models, but my cars always get a good response.

Last year at the July 4th Auto Show in Canby, Oregon, and at the Mount Angel, Oregon Oktoberfest, awards were given to young people who did not have 100-point cars but were interested in the hobby.

All the best to Moss and *British Motoring*.

John Madden  
Canby, Oregon

I enjoyed speaking with you about the absence of the TR4 from the list of "Popular British Sports Cars" on page 13 of the Fall 2002 issue. As a TR4 owner I keep a low profile in British sports car circles, not wanting to experience the "attitude" regarding the TR4 that I generally attribute to the — dare I say it — contribution from Italy that really bastardizes the British purity of this particular model. Anyway, you assured me that there was no agenda involved in not including it in your list of popular British sports cars so I feel much better. ☺

Bob Mussler

# Britain's Big Iron

## The TR6 and the Big Healeys

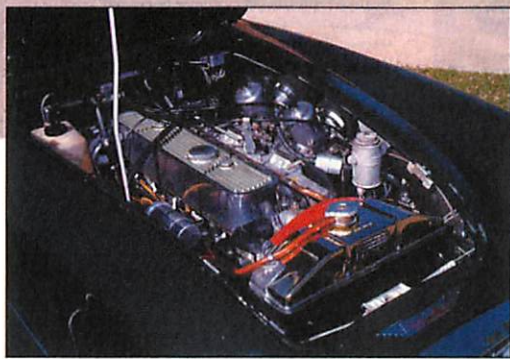
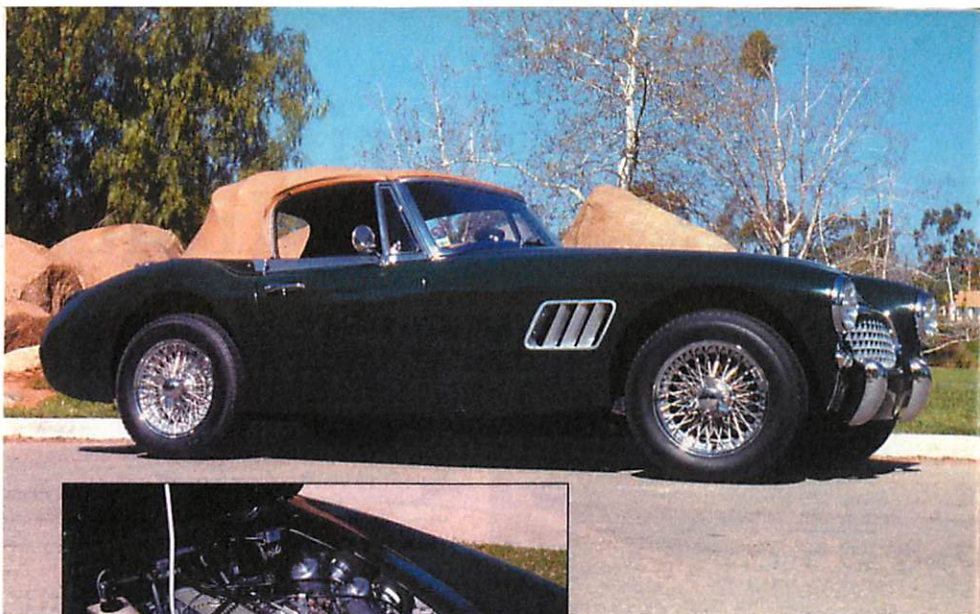
By Wiley Davis

Certain groups of people look upon the string-back driving glove with disdain. They equate boots and bonnets with baby dolls, not automobiles. These people tend to worship the V8. They measure manhood in cubic inches and performance as a function of acceleration alone. Their position, though narrow-minded, is supported by the relative obscurity of high-horsepower British machinery.

Britain has never produced an automobile that categorically compares to the Ford Mustang or the Chevrolet Camaro — in many ways, this has been a blessing. The muscle car phenomenon failed to materialize in the UK. British sports cars tend to be small, nimble machines powered by four-cylinder engines of modest output. They emphasized sporting capacity over power, jauntiness over brutality. Legendary automobiles like the Jaguar E-Type had power but they clearly fell into a more refined niche. Comparing the E-Type with a Mustang is like comparing a boxer with a martial artist, both of them hit but the martial artist does so with less brutality and more style and finesse.

British sports car enthusiasts of modest means did not have to settle for little or underpowered. Two companies, Austin-Healey and Triumph, provided the closest things to a British muscle car, the Big Healey and TR6 respectively. Both of these cars came in proportions slightly larger than the average British roadster (though they are unable to match the gargantuan nature of the E-Type's snout). They have inline six-cylinder engines and prices that made them affordable to the masses. And like the American muscle car, the Big Healey and the TR6 combined large portions of simplicity and performance.





#### BIG HEALEY

Introduced in 1953, the classic shape of the Austin-Healey was designed by Donald Healey. The car would go through several changes under the hood but would remain relatively unchanged cosmetically. The original production schedule envisioned by Mr. Healey called for the manufacture of five cars per week. After its introduction in London, however, it became clear that five cars per week would not satisfy demand. A deal was struck with Austin, a member of BMC, and the car was re-badged the Austin-Healey.

The Austin-Healey was originally fitted with a four-cylinder engine, but an inline six-cylinder engine was specified for the 1957 model year. This engine, displacing 2639cc and producing 102hp, gave the car a smoothness the four-cylinder lacked.

Austin-Healey introduced the 2912cc engine in 1959 to take advantage of the three-liter international competition class. It produced 124hp and was designated BN7 and BT7 for the four-seat version. This car was popularly known as the Mk I in order to distinguish it from the later cars.

For 1961 the MkII came equipped with three SU carburetors and an output of 130hp. The triple carburetor setup proved difficult to tune and was eventually replaced with dual carburetors. This eased maintenance issues but slightly decreased power.

In 1964, the most luxurious and quickest of the non-racing Healeys was introduced. The new Mark III or BJ8 looked identical to its predecessor from the outside, but the inside was different. The power was increased to 150hp, while reducing the noise level. The interior was completely redesigned with a console sweeping down from the center of the polished wooden veneer dash. Roll-up windows were standard.

Austin-Healey ceased production after 1967. Unable to meet U.S. federal regulations, the venerable design was put to rest with slightly more than 70,000 cars having rolled out the doors over a 15-year period.

#### TRIUMPH TR6

The TR6 (1969-76) was the best-selling TR in history when production ended in 1976. Of the nearly quarter million TRs built, more than 94,000 were TR6s, 90 percent of them to U.S. specifications.

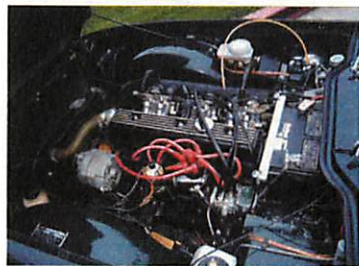
The chassis and running gear of the TR6 were essentially the same as those of the TR-5/250. The big difference was the body, which for once wasn't left to Giovanni Michelotti. The Italian was tied up on other work for Leyland when the new TR was needed, so Triumph turned to Karmann of Osnabruck, West Germany, well known for its work for VW, Porsche and BMW.

Given only 14 months, Karmann completely altered and modernized the TR sports car, without changing the TR-5's cowl, doors, or inner panels. Karmann shaved off the hood bump and the bright metal trim from the fenders. He then went to a single bar grill set against a flat-black meshwork instead of the tubular grill. Finally he reshaped the tail into a sort of Kamm-back, painting the upright section flat black and wrapping the tail lights horizontally.

The TR6 was a refined sports car. The floors and trunks featured pile carpeting, plush-looking bucket seats, a wood dash and the usual full complement of instruments. It featured the six-cylinder engine that was carried over from the TR250. Mechanical changes included a front anti-roll bar and wider tires and wheels. While it was a

remarkable facelift, achieved in record time, it was still an evolution of the old TR-4 from 1961 and this put off potential buyers, who went elsewhere.

Between 1969 and 1976, most of the changes occurred to meet U.S. safety and emissions regulations. Other changes were requests from the Triumph North American office, such as the UK flag decal and the wheels. The U.S. cars used carburetors, while the UK-market cars were fuel-injected. In 1971, the compression was dropped from the original 8.5:1 to 7.75:1, and performance suffered accordingly. Changes in 1973 included a new camshaft, a front spoiler and a redesigned hardtop. Bumper guards were later added, which some people felt destroyed Karmann's clean, nimble lines.



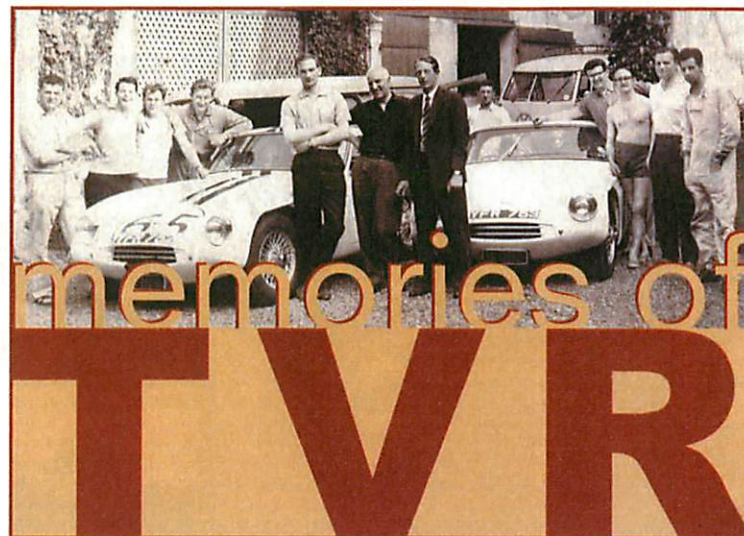
**COMMON IDENTITY**

Both the Austin-Healey and the Triumph TR6 were british sports cars by the English standard, built for the masses. The Big Healey was the classic monster, the TR6 was the modernized

holdout, clinging to the tradition of British sports cars. They were the closest things England had to the muscle car, providing big engines, a crude chassis and most importantly, a welcome home for a pair of string-back driving gloves. **E**

**BIG IRON TECH & SPEC**

Austin Healy		
<b>THE 100 SIX (1957-1959)</b>	<b>PERFORMANCE</b>	<b>SUSPENSION</b>
<b>ENGINE</b>	0-60: 11.4 sec	Front: independent w/ coil springs and wishbones, stabilizing bar
Capacity: 2639 c.c. (161cu. in.)	Top Speed: 114 mph	Rear: half-elliptic springs and Panhard rod
Number of cylinders: 6		
Bore and Stroke: 79.4 x 89.0mm (3.125 x 3.5in.)	<b>The 3000 Mk. II (1961-1963)</b>	<b>PERFORMANCE</b>
Valve gear: overhead valves and pushrods	<b>ENGINE</b>	0-60: 9.8 sec
Compression ratio: 8.25 to 1	Capacity: 2912 c.c. (177.7cu. in.)	Top Speed: 121 mph
B.H.P.: 102 @ 4600rpm	Number of cylinders: 6	
(B.H.P. per ton laden 81.1)	Bore and Stroke: 83.36 x 89.0mm (3.28 x 3.5in.)	<b>Triumph</b>
Torque: 142ft.-lb. @ 2400rpm	Valve gear: overhead valves and pushrods	<b>Triumph TR6 (1969-1976)</b>
<b>WEIGHT</b>	Compression ratio: 9.0 to 1	<b>ENGINE</b>
(with five gal. fuel): 2478 lb.	B.H.P.: 130 @ 4600 rpm	Capacity: 2498 cc (152.4cu. in.)
	(B.H.P. per ton laden 100.7)	Number of cylinders: 6
<b>DIMENSIONS</b>	Torque: 167ft.-lb. @ 3000 rpm	Bore and Stroke: 75mm x 95mm
Wheelbase: 7ft. 8in.	<b>WEIGHT</b>	Valve gear: overhead valves and pushrods
Track: F: 4ft. 0.75in.; R: 4ft. 2in.	(with five gal. fuel): 22.8 cwt (2,555lb.)	Compression ratio: 8.5:1 to 7.75:1
Length (overall): 13ft 1.5in.		B.H.P.: 1970-'72 : fuel-injected models,
Height: 4ft. 1in.	<b>DIMENSIONS</b>	150 bhp @ 5000 rpm
Width: 5ft. 0.5in.	Wheelbase: 7ft. 8in.	1973: fuel-injected models,
<b>SUSPENSION</b>	Track: F: 4ft 0.75in.; R: 4ft. 2in.	124 bhp @ 5000 rpm
Front: independent w/ coil springs and wishbones, anti-roll bar	Length (overall): 13ft. 1.5in.	1970-'71: carbureted models,
Rear: half-elliptic springs and Panhard rod	Height: 4ft. 6in.	104 bhp @ 4500 rpm
	Width: 5ft. 0.5in.	1972: carbureted models,
<b>PERFORMANCE</b>	<b>SUSPENSION</b>	108 bhp @ 4900 rpm
0-60: 12.9 sec	Front: independent w/ coil springs and wishbones, stabilizing bar	Torque: 1970-'72: fuel-injected models,
Top Speed: 103 mph	Rear: half-elliptic springs and Panhard rod	110 kg/m @ 3500 rpm
		1973: fuel-injected models,
<b>The 3000 Mk. I (1956-1960)</b>	<b>PERFORMANCE</b>	96 kg/m @ 3500 rpm
<b>ENGINE</b>	0-60: 11.5 sec	1970-'71: carbureted models,
Capacity: 2912 c.c. (177.7cu. in.)	Top Speed: 115 mph	96 kg/m @ 3000 rpm
Number of cylinders: 6		1972: carbureted models, 89
Bore and Stroke: 83.36 x 88.9 mm (3.3 x 3.5 in.)	<b>The 3000 Mk. III (1964-1967)</b>	kg/m @ 3000 rpm
Valve gear: overhead valves and pushrods	<b>ENGINE</b>	
Compression ratio: 9.03 to 1	Capacity: 2912 c.c. (177.7cu. in.)	<b>WEIGHT</b>
B.H.P.: 124 @ 4600 rpm	Number of cylinders: 6	2390lb. (71-'74); 2438lb. (75-'76)
(B.H.P. per ton laden 97.4)	Bore and Stroke: 83.4 x 88.9mm (3.28 x 3.5in.)	<b>DIMENSIONS</b>
Torque: 175ft.-lb. @ 3000 rpm	Valve gear: overhead valves and pushrods	Wheelbase: 88in.
<b>WEIGHT</b>	Compression ratio: 9.0 to 1	Length: 156in. ('69-'72); 162.1in. ('73-'74);
(with 5 gal. fuel): 22.5 cwt (2513lb.)	B.H.P.: 148 @ 5250 rpm	163.6in. ('75-'76)
	(111.2 B.H.P. per ton laden)	Height: 50in.
<b>DIMENSIONS</b>	Torque: 165.2ft.-lb. @ 3500 rpm	Width: 57.8in.
Wheelbase: 7ft. 8in.	<b>WEIGHT</b>	<b>SUSPENSION</b>
Track: F: 4ft. 0.75in.; R: 4ft. 2in.	(with five gal. fuel): 23.5 cwt (2,604 lb)	Front: Independent with coil springs, wishbones anti-roll bar and telescopic dampers
Length (overall): 13ft. 1.5in.		Rear: Independent with coil springs, semi-trailing arms and lever-arm dampers
Height: 4ft. 1in.	<b>DIMENSIONS</b>	<b>PERFORMANCE</b>
Width: 5ft. 0.5in.	Wheelbase: 7ft. 7.75in.	0-60:
<b>SUSPENSION</b>	Track: F: 4ft. 0.75in.; R: 4ft. 2in.	Fuel-injected models: 8.2 sec
Front: independent w/ coil springs and wishbones, stabilizing bar	Length (overall): 13ft. 1.5in.	Carbureted models: 10.7 sec
Rear: half-elliptic springs and Panhard rod	Height: 4ft. 0.75in.	Top Speed:
	Width: 5ft.	Fuel-injected models: 115 mph
		Carbureted models: 105 mph



memories of  
**TVR**

By Paul Richardson

After my father Ken's Competition Department at Standard Triumph was closed in the early '60s (due to the Leyland take-over) he was invited to join the TVR sports car Company in Blackpool as Competition Manager. The family moved north from Coventry and I also joined TVR. I worked in the Experimental Department, and I'll always remember the three years I spent with the company (before it went broke... not my fault) with the fondest of memories.

John Thurner, a designer who joined TVR from Rolls Royce, ran Experimental and at the time I joined the company he was in the throes of designing a new spaceframe chassis, with fully independent wishbone suspension, for the new TVR Grantura. I was still only half way through my mechanical apprenticeship at the time and was put under the watchful eye of John Ward, a master toolmaker, who had worked in the aircraft industry prior to joining TVR. He was a wonderful man who was meticulous in everything he did, and I will be ever grateful to him for the skills he taught me. I made several production

jigs for the new car and also helped prepare the competition cars. As always, when looking back some 40 years, one tends to remember the humorous instances.

The old Lucas magneto made its way to every corner of TVR with shocking regularity. It was usually the charge of Harvey from the engine and gearbox shop. Its last spark was delivered when Harvey wired it to the lock on the store's door one day. After this particular lunchtime, it was not the storeman who opened up but no less a man than ALF THOMAS, the company accountant, who'd decided to check on some stock. As Alf put the key in the lock, Harvey (who'd hidden behind the stores door all lunchtime) gave the string on the magneto a hefty tug. As the current pulsed through Alf's fingers, he broke into an arm-flailing tap dance on the spot and poked himself in the eye with his clipboard.

It was a regular occurrence to hear the sound of heavy work-boots running past our department followed by a skidding sound as their occupant slid to a halt to open the end door to the main shop. The boots would then clatter

luriously down the iron staircase outside and then silence. I said to John Ward one day, "What the hell is that, John?"

"Oh it's Hot Arse again," he jested.

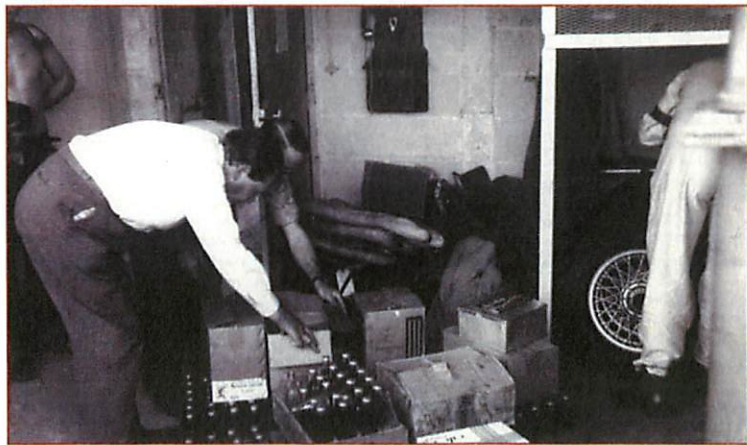
"Who the hell's Hot Arse?" I quizzed.

"It's that dabber (fiberglass worker) from the molding shop – the one with the glass eye," he replied. "He regularly puts too much accelerator in the fiberglass bonder and the mix gets so hot he has to chuck the tin out before it sets the place on fire." It was a few days later when, during our tea break, the sound of running work-boots was heard in the distance. John Ward suddenly shot out of our department and returned in a trice – just before Hot Arse sped by clutching the hot handle of yet another smoldering tin of bonder. As he slid to a halt at the exit door, a thumping sound was followed by a panic cry of "Oh S—T." He tore back past our office – now juggling the red-hot tin between both hands. He reached the door at the other end of the production shop, hurled the tin outside and shouted back "Who the bloody hell locked that other door?"

It was after LeMans, circa 1962, (unfortunately, our cars went out with overheating problems) when Ninian Sanderson, one of our drivers, emptied a bar. Ninian, who won LeMans in an Ecurie Ecosse D Type in 1956, was a Scot – and he had a thoroughly impish sense of humour. To set the stage, a day or

two before LeMans, members of a Scottish army regiment, stationed at Minden, Germany, were involved in a violent riot with the locals. So serious was the altercation in Minden that it hit the TV news in Europe and everyone was still talking about the fighting Scots at LeMans. After the race, Ninian and a few of us were chatting in a bar when trouble nearly broke out again. The bar was full of German racing enthusiasts and at some stage a very nice German, who spoke English, walked over to us for a chat and made the mistake of asking Ninian what he was doing at LeMans. Ninian retorted in a heavy Scottish accent, "Oh we're just down for the day from Minden." "Ah zo," the German replied – whilst developing one of those nervous, dry mouthed smiles. He then excused himself and rejoined his group. A minute or so later there wasn't a German left in the bar – only tables full of partly consumed glasses of ale. Ninian, noticing the sudden mass exit, looked round and retorted, "Was it my accent or just something I said?"

The tinsmith at TVR wore boots with a steel insert right around the heels. One day he went up to the welding bench without checking what he was standing on! It was two or three minutes later when I noticed Bob Hallet, the competition shop foreman, doubled up with laughter. Whilst drying his eyes with his handkerchief, he muttered under his breath, "Nip over and take a look at the tinnie at



Sometimes the loaves of bread on the chair would attract mice... which were difficult to catch.

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**DARTBOARDS AND DARTS**  
We have expanded our line of exclusive dart boards just in time for the gift season. Made in England to World Dart Federation specifications.

Dartboards	Reg.	Sale
Austin-Healey Dartboard	229-665	\$32.95 <b>\$28.00</b>
Triumph Dartboard	229-785	\$32.95 <b>\$28.00</b>
MG Dartboard	229-780	\$35.45 <b>\$30.10</b>

Dart Sets	Reg.	Sale
Brass Casino	229-675	\$27.95 <b>\$25.15</b>
Tungsten Excaliber	229-695	\$40.95 <b>\$36.85</b>
Nickel Apollo	229-690	\$29.95 <b>\$26.95</b>

**WINE GLASSES**  
"A glass of wine and thou". Set of four glasses.  
A-H Logo 230-988 MG Logo 230-988  
Jaguar Logo 230-848 Triumph Logo 230-978  
Regularly \$26.95 **Sale \$20.20**

**BAR STOOLS**  
And something to sit upon.  
MG Logo 231-800 Triumph Logo 231-805  
A-H Logo 231-810 Jaguar Logo 231-815  
Regularly \$65.95 **Sale \$49.45**

**JIGSAW PUZZLES**  
Something to while away the time, 'till the garage warms up.  
MG TF 214-140 Bugeye 214-130  
MGA 214-135 A-H 3000 214-125  
Regularly \$19.95 **Sale \$17.95**

**AIRFIX 1/24 SCALE MODEL KITS**  
When it's too cold to be in the garage or while at work, you can still dream.  
TR4A 220-341  
MGB 220-342  
Sprite 220-343  
Regularly \$10.95 **Sale \$9.85**

**CARTOON ART MOUSEPADS**

TR6	909-160	MGA	909-180
TR3A	909-185	MGB GT	909-190
Spitfire	909-195	AH front	909-170
Chrome MGB	909-135	AH side	909-175
Rubber MGB	909-145	Bugeye	909-165
MGB LE	909-155		

Regularly \$7.95 **Sale \$7.00**

**BRITISH MOTOR HERITAGE PADS**

TR6	909-150
MGB	909-130
Bugeye	909-140

Regularly \$15.95 **Sale \$11.95**

**UNION JACK MOUSEPAD**  
217-075  
Regularly \$7.50 **Sale \$6.00**



## HOLIDAY ACCESSORIES

### CHRISTMAS CARDS

There is still a place for the old fashioned Christmas Card. Cards are bargain priced and sold separately.

MGA	221-987
MG1	221-962
Bentley	221-992
MG Midget	221-997

Regularly \$1.00 **Sale 50c**



### EMBROIDERED PULLOVERS

Moss Motors exclusive line of comfort wear. Poly-fleece. Select the logo of your choice.

	Medium	Large	X-Large	XX-Large
MG Safetyfast	013-355	013-356	013-357	013-358
Austin-Healey	013-350	013-351	013-352	013-353
Triumph Book	013-365	013-366	013-367	013-368
Triumph Wreath	013-370	013-371	013-372	013-373
Jaguar	013-360	013-361	013-362	013-363

Regularly \$39.95 **Sale \$33.95**

### EMBROIDERED JERSEYS

Select the logo of your choice & save. 100% pre-shrunk cotton.

	Medium	Large	X-Large	XX-Large
MG Safetyfast	013-330	013-331	013-332	013-333
Austin-Healey	013-325	013-326	013-327	013-328
Triumph Book	013-340	013-341	013-342	013-343
Triumph Wreath	013-345	013-346	013-347	013-348
Jaguar	013-335	013-336	013-337	013-338

Regularly \$20.95 **Sale \$16.30**

### EMBROIDERED RUGBY SHIRTS

100% pre-shrunk cotton. Choose your logo and look great.

	Medium	Large	X-Large	XX-Large
MG Safetyfast	013-390	013-391	013-392	013-393
Austin-Healey	013-385	013-386	013-387	013-388
Triumph Book	013-400	013-401	013-402	013-403
Triumph Wreath	013-405	013-406	013-407	013-408
Jaguar	013-395	013-396	013-397	013-398

Regularly \$54.95 **Sale \$45.80**

### MECHANICWEAR GLOVES

Protect your hands in style with our custom logo Mechanixwear protective gloves.

	Medium	Large	X-Large
Union Jack Logo	228-865	228-866	228-867
MG Logo	228-850	228-851	228-852
Austin-Healey Logo	228-860	228-861	228-862
Triumph Logo	228-855	228-856	228-857

Regularly \$29.95 **Sale \$23.35**

### ORIGINAL SERIES BOOKS

If these books are not on the shelf of the enthusiast in your life, they could make a great gift.

	Reg.	Sale
MGT Series	211-390	\$34.95 <b>\$26.90</b>
MGA	211-385	\$34.95 <b>\$26.90</b>
MGB	211-385	\$36.95 <b>\$28.45</b>
TR2-3A	213-265	\$35.95 <b>\$27.65</b>
TR4-6	213-285	\$35.95 <b>\$27.65</b>
TR7, TR8	213-665	\$35.95 <b>\$27.65</b>
Jaguar XK	213-150	\$36.95 <b>\$28.45</b>
E-Type	212-045	\$34.95 <b>\$26.90</b>



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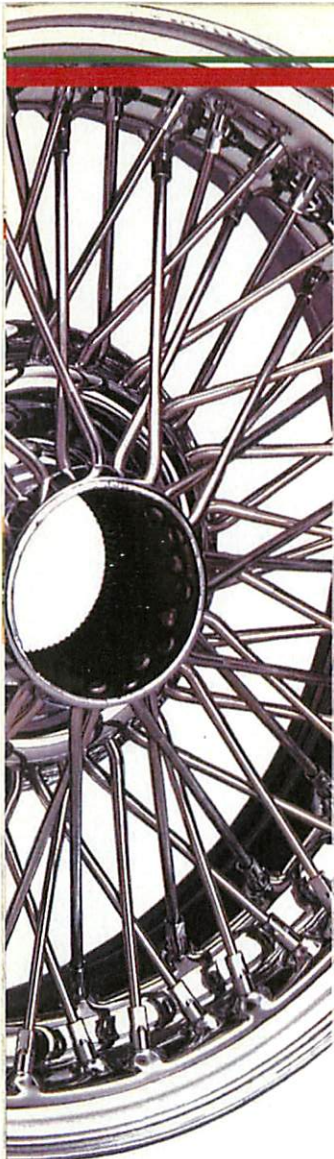


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## BIG DEALS ON *Wheels* FOR YOUR SPORTS CAR

### **DUNLOP** WIRE WHEELS

#### TRIUMPH SPITFIRE & GT6 13"

These have a special short spline and are not interchangeable with other wheels.  
 Painted 13 X 4.5 60 Spoke 454-805 \$169.95 **\$144.45**

#### SPRITE & MIDGET and SUNBEAM ALPINE 13"

Painted 13 X 4 60 Spoke 454-685 \$269.95 **\$221.35**  
 Chrome 13 X 4 60 Spoke 454-675 \$169.95 **\$139.35**

#### MGB AND MGB GT 14"

Original 454-625 \$159.95 **\$131.15**  
 Painted 14 X 4.5 60 Spoke 454-435 \$259.95 **\$213.15**  
 Heavy Duty Option  
 Painted 14 X 5.5 72 Spoke 454-815 \$229.95 **\$189.55**  
 Chrome 14 X 5.5 72 Spoke 454-825 \$339.95 **\$278.75**

#### AUSTIN-HEALEY 100-3000, MG TD and TRIUMPH TR2 & TR3

48 spoke wheels were original on early cars, but we recommend upgrading to 60 spoke wheels for safety and longevity.  
 Painted 15 X 4 48 Spoke 454-610 \$169.95 **\$142.75**  
 Chrome 15 X 4 48 Spoke 454-615 \$269.95 **\$221.35**

#### AUSTIN-HEALEY 3000, TRIUMPH TR4 & 260 and MORGAN 4/4 & 44

Painted 15 X 4.5 60 Spoke 454-620 \$159.95 **\$134.35**  
 Chrome 15 X 4.5 60 Spoke 454-630 \$259.95 **\$213.15**

#### HEAVY DUTY for COMPETITION USE MGC, MORGAN and TR6

Painted 15 X 5 72 Spoke 454-665 \$189.95 **\$155.75**  
 Chrome 15 X 5 72 Spoke 454-660 \$329.95 **\$270.55**  
 Painted 15 X 5.5 72 Spoke 454-720 \$199.95 **\$163.95**  
 Chrome 15 X 5.5 72 Spoke 454-730 \$309.95 **\$254.15**  
 Chrome 15 X 5.5 70 Spoke, Center Laced 455-485 \$379.95 **\$311.55**

#### MG TC

Painted 19 X 2.5 48 Spoke 454-600 \$409.95 **\$336.15**  
 Chrome 19 X 2.5 48 Spoke 454-795 \$519.95 **\$426.35**

#### JAGUAR XK120-150\*

Painted 16 X 5 60 Spoke 854-350 \$269.95 **\$221.35**  
 Chrome 16 X 5 60 Spoke 854-360 \$459.95 **\$377.15**

#### JAGUAR E-Type Ser. I, MK II\*

Chrome 15 X 5 72 Spoke (curly hub) 854-370 \$359.95 **\$316.75**

#### Jaguar E-Type Ser II\*

Chrome 15 X 5 72 Spoke (forged hub) 854-290 \$349.95 **\$286.95**

#### JAGUAR E-Type Ser III\*

Chrome 15 X 6 72 Spoke 854-300 \$349.95 **\$286.95**

\* Please note. These wheels are special order



## HOLIDAY ACCESSORIES

# Sale!

### MINILITE STYLE KNOCKOFF SPORT WHEELS

Similar to those used on competition cars in the 60s. Fits standard wire wheel hubs on most British Cars. Note: Will not fit the larger Jaguar type hub.

	Reg.	Sale
14 x 5.5	455-360 \$309.95	<b>\$260.35</b>
15 X 5.5	455-385 \$319.95	<b>\$278.35</b>



### TRIPLE EARED KNOCKOFF NUTS

Just to be a little different.

	Reg.	Sale
LH 3 Ear Knockoff	200-335 \$64.95	<b>\$53.90</b>
RH 3 Ear Knockoff	200-345 \$64.95	<b>\$53.90</b>

### KNOCK OFF HAMMER

For your knockoffs, or just to keep in your toolbox.

4 lb. Zinc Hammer	386-180 \$22.95	<b>\$17.20</b>
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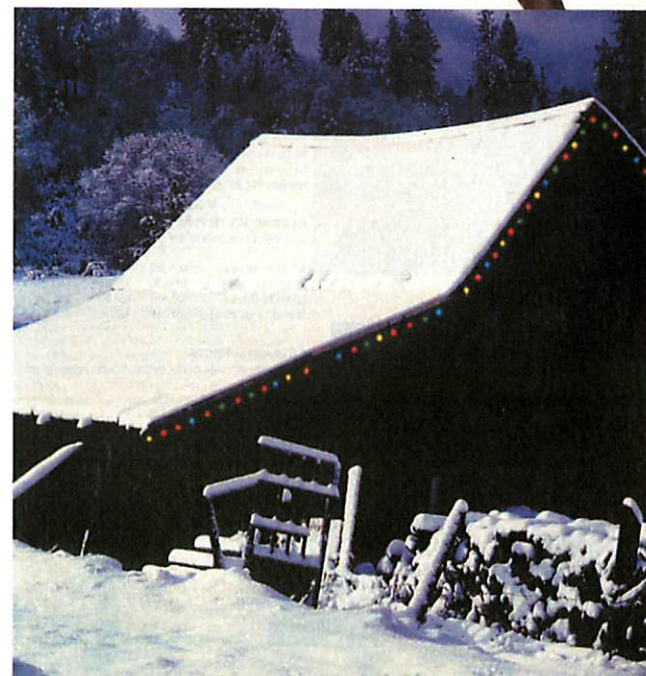


### ALLOY "MINILITE" STYLE WHEELS

Just think how your car will look with new, easy to keep clean wheels. Please check with your salesperson for alternative applications and suitable lug nuts.

Sprite/Midget 13 x 5	453-065 \$149.95	<b>\$119.95</b>
Spitfire/GT6 13 x 5	854-720 \$149.95	<b>\$119.95</b>
MGB 14 x 5.5	455-386 \$164.95	<b>\$135.25</b>
MGA 15 x 5.5	456-045 \$189.95	<b>\$163.35</b>
TR2-6* 15 x 5.5	456-055 \$179.95	<b>\$154.75</b>

(\*Includes lug nuts.)



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# IT'S THE *Details* THAT MAKE THE DIFFERENCE

**MIRRORS FOR YOUR CLASSIC**  
What's behind you can be important. Safety and good looks go together. Replace pitted, tarnished mirrors.

**BULLET STYLE MIRRORS**  
Short Base Mirror 222-350  
Long Base Mirror 222-370  
Regularly \$39.95 **Sale \$35.15**

**LARGE HEAD BULLET MIRROR**  
Large Head Mirror 222-390  
Regularly \$69.95 **Sale \$61.55**

**AUSTIN-HEALEY  
SIDE CURTAIN SOCKET MIRROR**  
Left Hand Mirror 165-522  
Right Hand Mirror 165-528  
Regularly \$64.95 **Sale \$58.45**

**RAYDYOT ALLOY MIRROR**  
Raydyot Racing Mirror 222-355  
Regularly \$59.95 **Sale \$52.75**

**LUCAS ORIGINAL STYLE  
FENDER MIRRORS**  
RH Flat Lens 165-400  
LH Flat Lens 165-500  
RH Convex Lens 165-210  
LH Convex Lens 165-300  
Regularly \$14.95 **Sale \$11.20**

**LUCAS ORIGINAL STYLE  
DOOR MIRROR**  
Door Mounting Style 223-310  
Regularly \$26.95 **Sale \$20.20**

**TEX MIRRORS for 1974-80 CARS**  
Replacement late-type mirrors, fitted to MGB, Midget, Triumph Spitfire and TR7.  
RH Convex Lens 165-185  
LH Convex Lens 165-180  
Regularly \$31.95 **Sale \$26.60**

**CLASSIC MG TC TYPE MIRROR**  
Using our special bracket, this can also be used on TD and TF.  
Reg. Sale  
MG TC Mirror Head 407-347 \$94.95 **\$71.20**  
RH MG TC Bracket 407-400 \$60.90 **\$45.65**  
LH MG TC Bracket 407-500 \$54.95 **\$41.20**  
Bracket Kit for MG TD-F 407-488 \$23.95 **\$17.95**

**INTERIOR MIRRORS**  
Don't put up with ugly interior mirrors. At these prices you can afford new.  
Sprite/Midget and MGB thru 1967  
165-110 \$21.95 **\$16.45**  
Sprite/Midget and MGB 1970 on (can be retrofitted)  
165-115 \$39.95 **\$29.95**  
Late TR3A-3B 633-545 \$38.65 **\$27.45**

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## HOLIDAY ACCESSORIES

# Sale!

### DRIVING LAMPS

Choose stem mount or back mount. Our exact reproduction of the Lucas 5/16 SLR/SFT lamp is our most popular accessory.  
Stem Mount Driving Lamp 162-700  
Stem Mount Fog Lamp 162-800  
Back Mount Driving Lamp 162-760  
Back Mount Fog Lamp 162-770  
Regularly \$129.95 **Sale \$103.95**

### DRIVING LAMP COVERS

Protect your investment with fitted period type covers.  
Fitted Lamp Cover 162-705 Reg. \$34.30 **Sale \$25.70**

### MOUNTING HARDWARE

If you have an MGA or an early Jaguar, we have available original type lamp mounting brackets.  
RH MGA Lamp Bracket 407-730 \$40.95 **\$33.15**  
LH MGA Lamp Bracket 407-720 \$40.95 **\$33.15**  
XK120-150 Mounting Kit 400-158 \$64.95 **\$48.70**

### CIBIE FOG LAMP SET

These are the last of our Cibie Fog Lamp sets. The name made famous at Le Mans and Sebring. Very high quality, very reasonable price.  
Cibie Lamp Set 162-735 \$79.95 **\$59.95**

### HALOGEN HEADLAMP SET

Far superior lighting to cheap "no name" brands.  
Wipac Headlamp Set 162-725 \$84.95 **\$67.95**

### TRIPOD HEADLAMPS

For the more classic minded. Choose original Lucas PL Tripod Headlights, or our reproduction of the popular Lucas Tripod.  
Lucas PL Tripod Set 156-898 \$309.95 **\$247.95**  
Tripod Headlamp Set 156-878 \$149.95 **\$119.95**

### 3<sup>RD</sup> BRAKE LIGHT KIT

It's better to be safe than sorry. We designed a magnetic 3rd Brake Light that plugs directly into the original wiring harness. It features a very bright, quality Hella lamp with chrome plated magnetic base.  
Brake Light Kit 164-005 \$89.95 **\$77.35**

### STAINLESS STEEL THRESHOLD PLATES

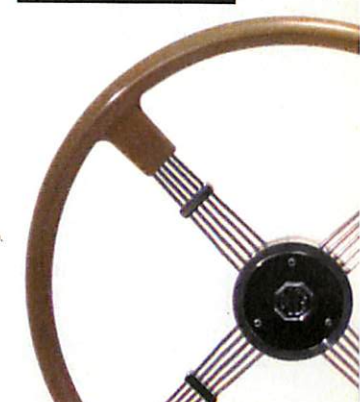
Triumph TR6 Set 648-528 \$34.95 **\$29.35**  
MGB Set 240-630 \$20.95 **\$15.70**  
MG Midget Set 240-650 \$19.95 **\$14.95**  
MG T Series Set 451-398 \$27.95 **\$20.95**  
Spitfire Set 601-538 \$32.95 **\$24.70**

### BROOKLANDS STEERING WHEELS

High quality reproductions of the famous spoke wheel.  
MG 1933-38 J2-TA Black 454-225 \$324.95 **\$263.20**  
Morgan 1953-67 Black 453-175 \$319.95 **\$265.55**  
MG TD, TF Black 454-255 \$324.95 **\$263.20**  
MGA Black 453-165 \$319.95 **\$255.95**  
MG TC Gold Pearl 454-258 \$324.95 **\$263.20**  
MG TD-TF Gold Pearl 454-268 \$324.95 **\$263.20**

### MGB LIMITED EDITION STEERING WHEEL

Keep the factory look by fitting a Limited Edition Type steering wheel to your MGB. The wheel kit includes wheel, surround, moft and hub.  
263-738  
Regularly \$189.95 **Sale \$151.95**



# FOR FAST *Starting* & SMOOTH RUNNING



ON BOARD BATTERY CHARGER		
	Reg.	Sale
386-245	\$52.95	<b>\$42.35</b>
MINI JUMPER CABLE SET		
900-060	\$15.40	<b>\$11.55</b>
PRIORITY START SYSTEM		
459-350	\$64.95	<b>\$63.70</b>
BATTERY TERMINAL "QUICK BOLTS"		
900-015	\$11.95	<b>\$8.95</b>

PERTRONIX IGNITOR UNITS		
	Reg.	Sale
MGA, TR2 (Lucas Model DM2 Distributor)		
Negative Ground 222-605	\$113.95	<b>\$91.15</b>
Positive Ground 222-615	\$118.80	<b>\$95.00</b>
Austin Healey 100-6, 3000 (Lucas Model DM6)		
Negative Ground 222-571	\$99.95	<b>\$87.95</b>
Positive Ground 222-570	\$118.80	<b>\$95.00</b>
Austin Healey 3000, MGC (Lucas Model 23, 2506)		
Negative Ground 222-415	\$104.95	<b>\$83.95</b>
Positive Ground 222-560	\$118.50	<b>\$94.80</b>
TR3-4A, MGB, Sprite/Midget thru 74 (Lucas 23, 24, 2504)		
Negative Ground 222-405	\$104.95	<b>\$83.95</b>
Positive Ground 222-555	\$118.50	<b>\$94.80</b>
TR250-6, Jaguar 6 cyl. 1964-74 (Lucas Model 22D6)		
Negative Ground 222-395	\$104.95	<b>\$83.95</b>
Positive Ground 222-565	\$118.50	<b>\$94.80</b>
MGB 1975, Moss 143-110 Distributor (Lucas Model 45D4)	222-435	\$104.95
		<b>\$83.95</b>
MGB 1976-78, Midget, Spitfire and some TR7 (Lucas Model 45DE4)	222-425	\$104.95
		<b>\$83.95</b>
MGB 1979-80, Midget, Spitfire with remote amp (Lucas Model 45DM4)	222-475	\$104.95
		<b>\$83.95</b>
Jaguar 1979-87 6 cyl. with remote amp (Lucas Model 45DM6)	222-525	\$123.95
		<b>\$99.15</b>

**MALLORY DISTRIBUTORS**  
High Performance Mallory Distributors allow hotter sparks with less chance of cap and rotor failure. Designed for popular British applications, these units must have a drive dog installed by the user. This is a simple procedure, but does require accurately drilling the distributor shaft, and installing the drive dog from your old distributor.

UNILITE ELECTRONIC DISTRIBUTOR		
	Reg.	Sale
Mallory performance, but with modern electronic control. Negative ground only.		
4 cyl. applications except Spitfire and TR7	143-155	\$469.95
		<b>\$422.95</b>
6 cyl. applications except TR250-6	543-045	\$469.95
		<b>\$422.95</b>

DUAL POINT DISTRIBUTOR		
	Reg.	Sale
A popular performance upgrade since the '50s. Still very popular today.		
4 cyl. applications except Spitfire and TR7	143-180	\$219.95
		<b>\$197.95</b>
6 cyl. applications except TR250-6	543-040	\$229.95
		<b>\$206.95</b>

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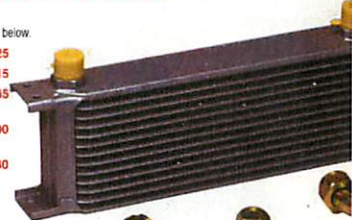
# HOLIDAY ACCESSORIES *Sale!*

HIGH TORQUE STARTERS		
	Reg.	Sale
Even in the cold, High Torque Starters turn over sluggish engines easily. Less battery drain and faster cranking speed ensure easier starting.		
TR6	541-555	\$299.95
		<b>\$248.95</b>
TR2-3A - TS50000 (press on ring gear)	541-515	\$289.95
		<b>\$240.65</b>
MGB '68 on 131-215	\$189.95	<b>\$151.95</b>
TR3A from TS50001-4A (bolt on ring gear)	541-535	\$209.95
		<b>\$174.25</b>
Sprite/Midget -1974, MGB -1967	541-545	\$189.95
		<b>\$157.65</b>



## SAVE NOW ON OIL *Coolers* & MORE

OIL COOLER INSTALLATION KITS		
Kits do not include the cooler, choose from either a 13 or 16 row cooler below.		
TR2-4A with Stainless Steel Hoses	635-295	\$157.85
		<b>\$126.25</b>
Austin Healey 100-4 thru 3000	635-800	\$138.95
		<b>\$111.15</b>
Spitfire with Stainless Steel Hoses	635-495	\$117.95
		<b>\$94.35</b>
MGB 1963-74 with Thermostat and S/S Hoses	235-840	\$182.55
		<b>\$146.00</b>
MGB 1974-80 with Thermostat and S/S Hoses	235-850	\$197.90
		<b>\$158.30</b>



OIL COOLER RADIATORS		
	Reg.	Sale
13-Row Oil Cooler Radiator (for street use)	235-925	\$99.95
		<b>\$74.95</b>
16-Row Oil Cooler Radiator (for race use)	235-995	\$128.85
		<b>\$103.05</b>



1975-80 MGB COMPLETE OIL COOLER KIT		
Optional on Euro Models, helps to increase engine life. Includes 10 row oil cooler.		
1975-80 MGB Cooler Kit	235-990	\$124.85
		<b>\$99.95</b>

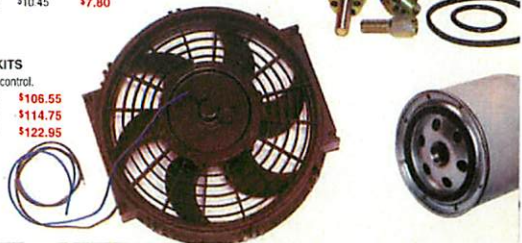
SPIN ON OIL FILTER CONVERSIONS		
	Reg.	Sale
TR3-4A	635-828	\$31.95
		<b>\$26.50</b>
TR7	635-830	\$27.90
		<b>\$24.25</b>
MGA, MGB -1968	235-940	\$29.95
		<b>\$22.45</b>



SPIN ON OIL FILTERS		
You have a choice of filter for our Spin On Conversions, and a wrench to make the job that much easier.		
Standard Oil Filter	235-860	\$5.95
		<b>\$4.45</b>
Wix Brand Oil Filter	235-855	\$9.95
		<b>\$7.45</b>
K & N Performance Gold Oil Filter	235-830	\$12.95
		<b>\$10.35</b>
Oil Filter Wrench (for standard oil filter only)	235-815	\$10.45
		<b>\$7.80</b>



ELECTRIC COOLING FAN KITS		
Complete with preset temperature control.		
10 inch	231-676	\$129.95
		<b>\$106.55</b>
12 inch	231-688	\$139.95
		<b>\$114.75</b>
14 inch	231-658	\$149.95
		<b>\$122.95</b>



## MORE *Performance* FOR LESS MONEY



### ALLOY FLYWHEELS

The original flywheel was designed for smooth operation with the stock engine and a fully loaded car. If you are looking for more spirited performance and have an uprated engine, these flywheels will make a dramatic change to engine response.

MGA, MGB 1962-65 3 main engines	460-673
MGB 1965-67 5 main engines	460-674
MGB 1968-80 5 main engines	460-675
Sprite/Midget 1275cc	461-005
Triumph TR3-4A (bolt-on ring gear)	460-677
Triumph TR6	460-676
Triumph Spitfire 1500	460-678
Regularly \$479.95	<b>Sale \$412.75</b>

### PERFORMANCE FREE FLOW EXHAUST

Free flow system with dual chrome tips.

	Reg.	Sale
MGA Sport Muffler 454-590	\$99.95	<b>\$79.95</b>
MGB 1962-74 Sport Exhaust System 454-595	\$169.95	<b>\$162.95</b>
MGB 1975-80 Sport Exhaust System 454-555	\$189.95	<b>\$170.95</b>
MG Midget 1500 Sport Muffler (quad outlet) 452-050	\$194.95	<b>\$159.85</b>
TR2-4 Sport System 864-000	\$179.95	<b>\$161.95</b>
TR250-6 1968-71 Sport Exhaust System 865-050	\$259.95	<b>\$233.95</b>
TR6 1972-76 Sport Exhaust System 865-055	\$329.95	<b>\$296.95</b>
Spitfire 1500 Sport Muffler (quad outlet) 865-120	\$277.95	<b>\$260.16</b>
TR7 Sport System 071-958	\$217.45	<b>\$173.95</b>
AH BN4-BJ7 Sport Exhaust System 021-133	\$227.45	<b>\$181.95</b>

### K&N AIR FILTER ASSEMBLIES

Special savings on the popular 1 3/4" height bolt-on performance air filter.

1 1/2" SU	222-935	\$67.95	<b>\$55.70</b>
1 3/4" SU	222-955	\$69.95	<b>\$57.35</b>
1 3/4" Zenith Stromberg	222-965	\$74.95	<b>\$61.45</b>
Weber DCOE	222-245	\$65.95	<b>\$52.75</b>

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## HOLIDAY ACCESSORIES

# Sale!

## Austin-Healey SPECIALS

### 6 CYL ALUMINUM OIL SUMP

Increased cooling and rally style. Reg. **\$429.55** **Sale \$343.60**

### 6 CYL HARMONIC BALANCER

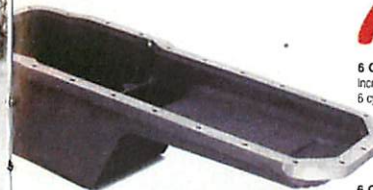
Added insurance to prevent crankshaft failure. 6 cyl. Balancer 031-206 **\$406.95** **\$325.55**

### 6 CYL REAR OIL SEAL CONVERSION

Update to a rubber lip rear oil seal and say goodbye to oil leaks. 6 cyl. Rear Oil Seal Kit 833-415 **\$119.95** **\$95.95**

### WINDWING SET

Add a little creature comfort to your side curtain classic. Knurled thumb nuts allow easy adjustment. Wind Wing Set 240-150 **\$54.95** **\$41.20**



## JUST FOR MGAs & MGBs

### MG & MGB CROSSFLOW CYL HEAD

You know she deserves it. More power, great looks and a whole realm of tuning possibilities. Build your Millennium MG. Crossflow Cylinder Head 451-690 **\$1399.95** **\$1119.95**

Choose the Carburetor that works best for you. Twin SU Carbs offer great power and ease of tuning for the street.

SU Manifold Kit	373-975	\$299.95	<b>\$239.95</b>
SU H56 Carb Set	378-698	\$539.00	<b>\$431.20</b>

Twin Weber DCOE Carbs offer greater adjustment and can be tailored for modified engines.

DCOE Manifold Kit	373-985	\$299.95	<b>\$239.95</b>
40 DCOE Carb (suitable for street use) ea.	378-675	\$399.00	<b>\$319.20</b>
45 DCOE Carb (for highly modified use) ea.	378-680	\$429.95	<b>\$343.15</b>

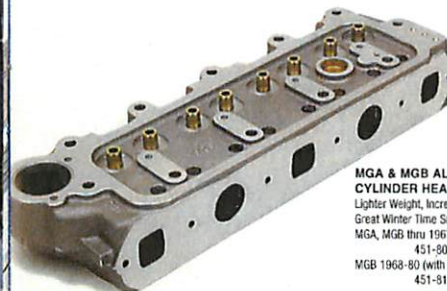
A single DGV is cost effective and is simple to service.

Weber DGV Manifold Kit	373-995	\$299.95	<b>\$239.95</b>
Weber DGV Carb	378-685	\$279.95	<b>\$223.95</b>

### MG & MGB ALLOY CYLINDER HEADS

Lighter Weight, Increased Cooling, Great Winter Time Savings.

MGA, MGB thru 1967	451-905	\$799.95	<b>\$679.95</b>
MGB 1968-80 (with air injection ports)	451-815	\$799.95	<b>\$679.95</b>



## MORE GREAT STUFF FOR *MGAs & MGBs*



### MGA & MGB RADIATOR SHROUDS

It's not too early to be thinking about Spring Time Driving. A simple concept that really makes a difference.

	Reg.	Sale
MGA	459-645 \$49.95	\$42.95
MGB 1962-67	459-685 \$49.95	\$42.95

### MGB TIMING COMPONENTS - WE HAVE A CHOICE

The Vernier gear kit is so easy to dial in. The adjustable set offers high quality gears at an affordable price.

MGA, MGB Vernier Timing Gear Set	460-398	\$239.95	\$191.95
MGA, MGB Adjustable Timing Gear Set	460-388	\$124.95	\$99.95

### MGB BIG BORE STAINLESS STEEL EXHAUST SYSTEMS

High Performance. Great Sound. Corrosion Resistant.

MGB 1963-74	444-165	\$257.70	\$206.15
MGB 1975-80	444-155	\$267.95	\$214.35

### MGB COMPLETE OVERDRIVE TRANSMISSION ASSEMBLIES

Sold outright. A great way to replace inoperable units, or to upgrade your car.

1962-65 3 Main (small input shaft)	041-411	\$1995.00	\$1795.50
1965-67 5 Main	041-412	\$1995.00	\$1795.50
1975-80	041-413	\$1895.00	\$1705.50

### LOWERING KIT for 1975-80 MGBs

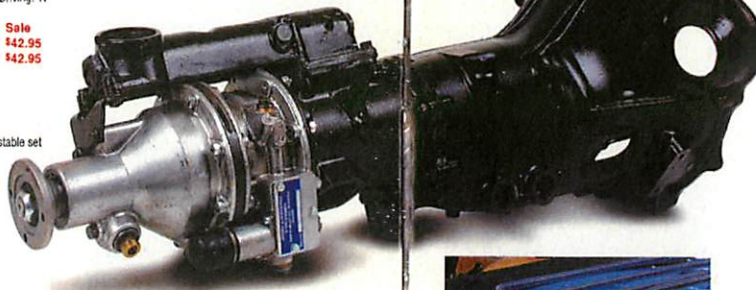
We recommend these parts as the easy way to lower your Rubber Bumper MGB. With approximately 1 1/2" reduction in ride height, the change in looks and handling is remarkable and you won't have to worry about bump steer or scraping your muffler.

Lower Front Spring (each)	264-385	\$59.95	\$44.95
Rear Spring Lowering Kit	268-140	\$74.95	\$56.20

### MGB STAINLESS STEEL LUG NUTS

Stainless steel lug nuts won't corrode even under the worst conditions. Fit both the original Rostyle and our Alloy Sport Wheels.

MGB 1968-'80 Stainless Steel Lug nut	264-981	\$6.75	\$5.05
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## HOLIDAY ACCESSORIES

# Sale!

### MGA & MGB PADDY HOPKIRK PEDAL

Easily installed on the stock size original pedal, this extension allows "heel and toe" shifts. It's the fore runner of all the pedal kits on the market today.

MGA, MGB thru 1967 Hopkirk Pedal Extension	900-315	\$24.95	\$22.45
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### CHROME ACCENTS FOR THE MGB INTERIOR

1962-71 MGB Chrome Door Pull	803-440	\$17.95	\$14.50
1968 on MGB Chrome Window Winder	472-540	\$14.95	\$13.00

### MGB SUN VISOR KIT

All the parts you need to replace or fit the factory type sun visors.

Visor Kit	224-108	\$74.95	\$56.20
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### MGB REMOVABLE STAINLESS STEEL LUGGAGE RACK

We've had requests for a removable, corrosion resistant luggage rack. So here it is. A Moss Motors Exclusive.

MGB Luggage Rack	244-750	\$169.95	\$135.95
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### MGB & MIDGET WIND BLOCKERS

Cut down on wind noise and draft.

MGB	458-290	\$175.95	\$158.35
'66-80 Midget	458-291	\$199.95	\$179.95

### MGA WINDING SETS

Add a little creature comfort to your side curtain classic. Knurled thumb nuts allow easy adjustment.

MGA	240-200	\$54.95	\$41.20
-----	---------	---------	---------

### AMCO STYLE ARMRESTS

For cars not equipped with a center armrest, our elves have been hard at work with a remedy.

MGB '62-72	453-800	\$104.95	\$91.30
Spriter/Midget 453-805	\$110.95	\$96.50	



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# MG TC·TD·TF ACCESSORIES AT GREAT SAVINGS

At Moss started manufacturing and selling parts for the T-Series back in the 50s and his efforts saved many an MG from being scrapped. We are proud to continue in this tradition by sourcing the parts you need to keep your car on the road.



**ADJUSTABLE OIL PRESSURE REGULATOR**  
 Reg. Sale  
 435-550 \$54.85 **\$41.10**



**MG TC TOMKINS STEERING KIT**  
 260-118 \$99.95 **\$74.95**



**4.55 RING AND PINION SET**  
 267-185 \$249.95 **\$199.95**



**ORIGINAL EQUIPMENT STYLE LUGGAGE RACKS**  
 MG TC 244-400  
 MG TD 244-500  
 MG TF 244-600  
 Regularly \$259.95 **Sale \$207.95**

**MG TC-TD SUPERCHARGER**  
 There is just something about the sound and feel of a super-charged engine. It's a sense of racing history rekindled.  
 MG TC-TD Supercharger 150-008 \$2995.00 **\$2545.75**



**VACUUM/PRESSURE GAUGE**  
 Vacuum/Pressure Gauge 350-120 \$319.95 **\$255.05**



**MG TC-TD OIL FILTER ASSEMBLY**  
 Moss Exclusive Oil Filter Assembly with replaceable element. Fits MG TC, TD and early TD.  
 Oil Filter Assembly (includes filter cartridge) 435-385 \$89.95 **\$67.45**  
 Replacement Filter Cartridge 435-395 \$12.95 **\$9.70**

**BOYCE MOTO METER PERIOD COOLANT TEMPERATURE INDICATOR**  
 Lets face it, having a coolant temperature indicator is a nice feature on any car. Do your own installation, or opt for a preinstalled unit on new chrome radiator cap.  
 Moto Meter 230-104 \$59.95 **\$47.35**  
 TC-TD Moto Meter with Cap 230-130 \$99.95 **\$78.95**



**MG TD ARMREST ASSEMBLIES**  
 Trimmed to match our interior kits.  
 Red 245-015 Green 245-025  
 Blackcut 245-035 Black 245-055  
 Tan 245-045  
 Regularly \$199.95 **Sale \$159.95**

**WINDING SETS**  
 Add a little creature comfort to your side curtain classic. Knurled thumb nuts allow easy adjustment.  
 MGT Series 240-100 \$79.95 **\$59.95**

**TINTED SUN VISOR**  
 Clamps onto the windshield frame on MG T-Series.  
 Sun visor 240-300 \$25.95 **\$19.45**



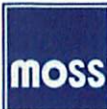
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## HOLIDAY ACCESSORIES

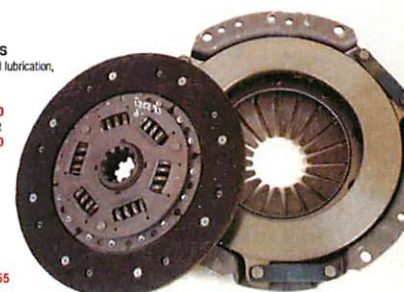
# Sale!

## Triumph SPECIALS BEGIN HERE

**ROCKER SHAFT SPACER SETS**  
 Cut down on top end friction and wear by replacing the spring rocker spacers, with these machined alloy kits.  
**TR2-4A Rocker Shaft Spacer Set**  
 Reg. Sale  
 821-338 \$25.95 **\$19.45**  
**TR250-6, GT6 Rocker Shaft Spacer Set**  
 839-140 \$33.75 **\$25.30**

**ROCKERSHAFT AUX OIL FEED KITS**  
 Triumph engines suffer from a lack of top end lubrication, this simple cure is the answer.  
**TR2-4A Rockershaft Aux Oil Feed Kit**  
 821-350 \$66.45 **\$42.30**  
**TR250-6, Spitfire Rockershaft Aux Oil Feed Kit**  
 821-360 \$48.15 **\$34.60**

**HEAVY DUTY CLUTCH COMPONENTS**  
 Cut down slippage with Borg & Beck heavy duty clutch components.  
**TR4A-6 Heavy Duty Pressure Plate**  
 591-040 \$289.95 **\$243.55**  
**TR4A-6 Heavy Duty Clutch Disc**  
 591-050 \$214.95 **\$171.95**



**MOSS EXCLUSIVE - NEW TR3-4A CYLINDER HEADS**  
 Incorporating many updates for improved cooling and efficiency, these heads can be the basis for an us-new engine.  
 Cast Iron Cylinder Head 853-058 \$2,289.00 **\$1,831.20**  
 Aluminum Cylinder Head 853-048 \$2,395.00 **\$1,916.00**



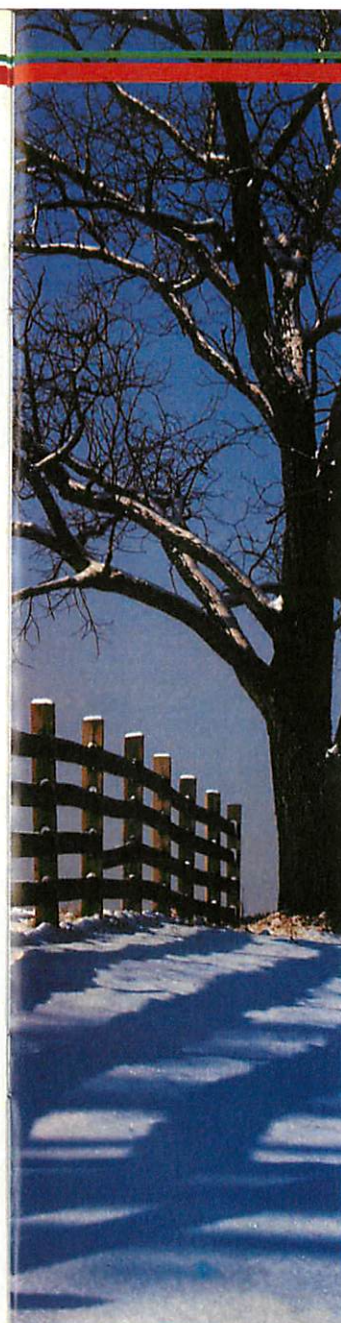
**WIND BLOCKER**  
 Cut down on wind noise and draft.  
 TR6 458-292 \$199.95 **\$179.95**

**WINDING SETS**  
 Add a little creature comfort to your side curtain classic. Knurled thumb nuts allow easy adjustment.  
 TR2-3B 647-000 \$62.95 **\$47.20**



**TINTED SUN VISOR**  
 Clamps onto the windshield frame on TR2-3.  
 Sun visor 240-300 \$25.95 **\$19.45**

**TR4-6 GEARBOX COVER**  
 If you still have the original pressed board gearbox cover, do your car a favor this winter and install our leak free polyurethane cover.  
**TR4-6 Poly Gearbox Cover**  
 857-125 \$72.50 **\$54.60**



HOLIDAY ACCESSORIES

# Sale!

## Jaguar REBUILT STEERING RACKS

All racks come with tie rods installed. We suggest that new tie rod ends be purchased and that all hoses be carefully checked and the system flushed before operation. Price includes a \$200 core charge.

Jaguar XJ6, XJ12 1968-77 Steering Rack Assembly	Reg.	Sale
26-1912	\$495.00	<b>\$396.00</b>
Jaguar XJ6, XJ12, XJS 1977-82 Steering Rack Assembly	Reg.	Sale
26-1913	\$495.00	<b>\$396.00</b>
Jaguar XJ6, XJ12 1983-87, XJS 1983-92 Rack Assembly	Reg.	Sale
26-1915	\$495.00	<b>\$396.00</b>
Polyurethane Steering Rack Bush Kit		
DAC163SK	\$24.95	<b>\$18.70</b>

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## Happy Holidays from your friends at Moss Motors!

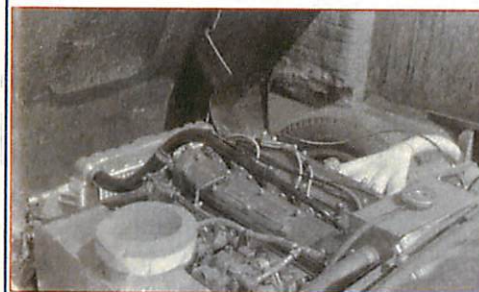


the welding bench." The tinsmith was kneeling on the floor beside his boots hacking furiously at the heels with a hammer and chisel. As he'd been welding, Benny from the chassis shop had arc welded his boot heels to a large metal plate he'd put on top of the duckboard. A couple of days later Benny found his bicycle welded to a drainpipe.

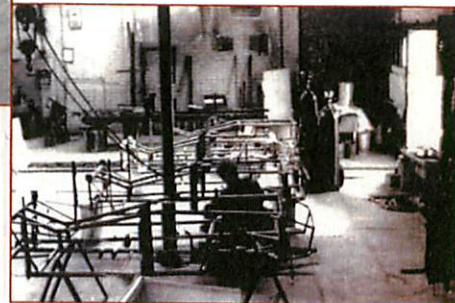
which he and his wife affectionately called Coffee Bean. One day, Bunty arrived at TVR on one of his regular visits and, as usual, several of us gathered around him for a chat in the car park outside the main offices. A thoroughly obnoxious type then walked by in one of those shiny Italian suits and said, "What a bloody awful colour to have a car. It looks like a pile of camel s—t."

Bunty, who had a marvellous command of the English language, spun on his heels and replied, "If poor wit were s—t, my dear man, you would be incurably constipated, and your manners, like your suit, are as ill tailored as that of a third rate politician touting for votes."

And that is all I have to say about TVR at the moment. ☺



Scott "Bunty" Moncrief was an Old World gentleman of great charm and charisma who owned his own business selling Rolls Royces (under his name on his business cards was embossed "Purveyor of Horseless Carriages to the Nobility and Gentry"). Now Bunty also loved TVRs (I think he was a Director of the company at one stage) and owned a brown one



# Rebuilding a Relationship



When Brian Miller got a good look at the 1962 MGA he had towed from Pennsylvania to Simi Valley, California, his first inclination was to send it to the scrap heap.

**B**rian Miller has spent the past 10 months restoring a symbol. The black 1962 Mark II MGA, given to him by his father, is more than just a rusted heap of metal. As anyone who gets involved in the restoration process can testify, it can be a spiritual journey. Miller had already discovered this when working on other projects — his 1971 split-bumper Camaro, a 1963 GMC, a 1957 Ford F100 — but he had never taken on something like this, a project that also represented his relationship with his father.

Miller's father bought the car in 1965 from "a kid" in Pennsylvania, who had purchased it from a gentleman in Florida. Miller believes the MGA came from Florida and that his father was the third owner. During a 1983 winter, the MGA was parked indefinitely, closing a chapter in

Miller's life. "My father and I were not very close," Miller says. "But I remember the car and the times we had in it when I was younger."

In November 2001, Miller's mother died of cancer. He went to Pennsylvania to be close to her and help tie up the loose ends. Right before he left to return home, Miller's father handed over the keys to the MGA, which was symbolic in itself considering the car had to be towed back to California. During the trip, the tarp somehow ripped off all the emblems and the license plate frame, an occurrence that Miller hadn't foreseen, but he didn't let it faze him.

The car sat in Miller's garage for about one month before he decided to take the passenger fender off to see just what he was working with. "What I discovered was a lot of rust," Miller says. "I really did not think the car was salvageable at

this point, and I wanted to send it to the junkyard. But I got my friend Bryan Lacasse to take a look at it. He has restored old cars before and said we would be able to save the MGA." The use of the word "we" was important to Miller, as he says he couldn't have taken on the project by himself.

About two weeks later Miller and Lacasse were sitting in the garage and checked to see if the motor was frozen. "To our disbelief, it was not," Miller said. "We cleaned up the points, added water and a battery, and the car started without a miss. I could not believe what I saw and heard." Two days after this miracle, the pair began work on the frame. Most of the inner panels were full of

holes from the rust. The damage was so bad, in fact, Miller and Lacasse had to cut the car in half.

Countless hours of blood, sweat and tears later the MGA was in many different pieces — a deconstructed puzzle of 12 parts. Miller and Lacasse took the frame down to bare metal, cut out the rust, welded new parts for the frame and put the floorboard supports back into place. They then replaced every piece of suspension rubber throughout the drivetrain and installed new floorboards. The last items in the drivetrain that needed to be tackled was removing the engine, front suspension and steering.

"Once we had removed the final things we took the frame down to bare metal, repaired

some of the frame and painted it," Miller says. "We were really lucky that we didn't have to rebuild the engine, but we did replace every external engine part we could." Once this chore was complete, the pair put the front of the drivetrain back together, taking one piece of the inner body at a time, cutting and welding the new pieces in.

When the frame was back in one piece, they started on the bodywork. Lacasse and Miller picked up the main part of the body and placed it on the frame. They then took the wiring diagram and installed the new wiring harness, put the radiator in, installed the oil cooler, put in all the



Encouraged by his friend Bryan Lacasse and the fact that the engine started on the first try, Miller began the process of taking the car apart only to rebuild it again.



Bryan Lacasse sprays a primer coat on the MGA's "body."




The engine sits ready for installation.



fluids and added a battery. They were finally ready to test for a spark.

When Miller cranked the motor it started right up. "It was such a wonderful feeling," Miller said. "It really felt like it was starting to fall into place." But not all was perfect. "The clutch bled okay but the right front caliper blew a seal under pressure. We were not going to let that stop us from taking the car for a ride. Brian was the brake man (using the E-brake) and we drove the car for about two to three miles." At this point, the only problems Miller was working on were the right front caliper and a mysterious leak in the front of the car.

Miller says he should complete the job by December 2002. The most challenging part of this job has been getting all the body parts to line back up. Miller is thankful for his welding skills and patience, as well as for Lacasse's help. Taking the MGA apart and putting it back together again has helped Miller reconnect with his father in a tangible and rewarding way. As for the feeling he got when he first had the chance to drive the MGA (his first time ever driving it), Miller says, "It was even better than I thought it would be." 



Lacasse and Miller get closer to their first test drive.



With the MGA put together well enough to take a spin, Miller and Lacasse enjoy the fruits of their labor by taking a quick tour around the neighborhood.

## den of efficiency

### a look inside Moss Motors



Above: When a call comes in the computer directs it to the right sales person. This person then takes the order and enters it into the computer system.

Imagine having a garage with a parts bin that is computerized, cross-referenced and equipped with a staff of skilled individuals whose job it is to fetch the particular piece you need. Multiply this image until its scale matches that of a modern supermarket and you have the Moss Motors warehouse.

"We actually export a large number of parts to the UK," says Craig Cody, call center manager for Moss Motors. "About 10 o'clock this place will be humming."

Comprised of two levels and 60,000 sq. ft., the warehouse is filled with a seemingly endless array of British sports car components. There are shelves with TR6 transmission tunnels, Healey camshafts, MG doorstops and even a box filled with rubber seat diaphragms, as if seat diaphragms were as common as flat washers. For certain models the parts inventory is so extensive that a person could construct a brand new car from parts ordered over the phone.

The warehouse is orderly and all business. It is like a library



The order gets printed in the warehouse where a parts puller will assemble the items. The puller tracks down each part and checks it off on the list.

filled with steel and possibility rather than paper and ideas. "We have written a computer program that looks at our monthly flow of inventory," Cody says. "We use that information to arrange the stocking. Parts that sell often get put in the front. This way we eliminate steps for the parts pullers."

It is easy to wonder where all the parts come from. After all, most of the cars Moss supplies components for ceased to be manufactured 20 years ago. "We belong to something called the British Motor Heritage Trust," Cody says. "They will provide original drawings and specs for out-of-production parts. If the tooling is available they will allow access to that as well." It is a system that works well if the tooling or specs are available, but sometimes the only reference is an original part. Original parts are kept in a special lockup at Moss. "If we can't get the drawings for a part then we have an engineering department that will reverse-engineer [the part]," Cody says. "We try to match materials to the original as best we can but sometimes the manufacturing processes used are so archaic that the only way we can reproduce an item is to go overseas."

If the warehouse is the stomach of Moss, the call center is the brain. There is a current of muffled tension that runs through the cubicle-covered



The checker makes sure the correct parts have been pulled. He also looks for strange orders that could denote an error. Things like an order for 500 head gaskets or a part that is supposed to be shipped to the state of CZ.

space. On the walls are monochrome representations of various roadsters. A neon Austin Healey sign glows red. One gets the urge to pop into the door below it for a pint. On the wall directly opposite the sign, however, is a television monitor that displays the status of all the call center's sales staff. It provides a real-time representation of the room's activity. If an operator is talking with a customer, the screen displays it. If an operator is available to take calls, that is also displayed. "That monitor," Cody says, pointing to the Cyclops above, "is a copy of what I

have here on my screen. The system is automated. The computer recognizes the prefix a customer has dialed and automatically directs them to the appropriate sales person."

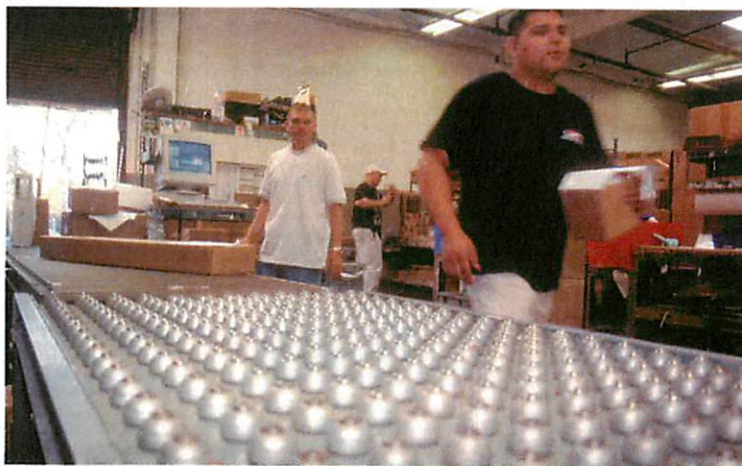
When the system is operating at standard levels of efficiency it is a marvel of quickness. "A typical order will take 20 minutes from the time



Once the order has been pulled and checked, it goes to the packer. Here the items are placed in boxes and packed for shipment. If an item is large it will be marked as a C-pull and will be grabbed at this stage.

the customer hangs up to the product being ready for the courier," Cody says. This sounds too incredible to believe but Cody does not balk at a request to track an order through the system. It is a process that turns out to be so simple that it almost could be termed a non-event. This isn't to say that it's not an impressive feat. It's just that, like a skilled race car driver, these professionals are so good at their task, it looks easy.

Many British car manufacturers were ruined by a lack of efficiency. It is interesting to note that efficiency has allowed Moss, a company that began in a small garage, to not only revitalize a 20-year-old industry, but to reverse the flow of product as well. The irony is that modern, computerized technology allows us to get something labeled "Lucas" shipped to our homes in one day. It is a system that keeps the customers happy. Apparently, even the English are buying. **E**



The packaged boxes go to shipping where they are labeled and handed off to a courier service.

# CAR MART

Check out Car Mart Online!

[www.mossmotors.com](http://www.mossmotors.com), look at British Motoring

## AUSTIN HEALEY



1960 Austin Healey 3000 BT7. Original owner, '63 engine, new upholstery, new exhaust system, rebuild brakes, 107,500 original miles. Needs painting. Have all service records since new. Includes service manual. \$16,000 OBO. 252-726-7525. NC



1962 Austin Healey 3000 MKII tri carb. White with red 2+2 interior, wire wheels. Less than 2000 miles on engine rebuild. Very strong runner \$22,900 delivered to any lower 48 state. 719-783-9590. CO

## JAGUAR



1986 Jaguar Series III Sovereign. All Jaguar options. White, blue leather interior. Owners manual. Always Jaguar serviced. 27,000 original miles. \$10,000 USD 250-862-7322. B C. CAN

## LOTUS



Westfield Lotus Super 7. BRAND NEW, factory built, 145hp Yarwood 1700 Crossflow. 5-Speed, BRC/TAN, 4 WDB, IRS, adjustable suspension, Super Sport package. Cost - \$32,000, Sacrifice - \$24,000. 818-223-9934. CA

## MG



1949 MG TC. BRC, red interior, light gray top. Older restoration, Shorrock supercharger, new 19" wires and Dunlops, Tompkins kit, chrome VGC. Asking \$17,500 OBO. Rick Starkweather, 919-345-9871, rstarkweather@scottmadden.com. NC



1949 MG TC. The very best, many times a show winner. 900 miles since complete frame-off restoration, 1995. BRC with tan leather. Scott Overton, 912-598-7358. GA

1952 MG TD. Numbers match. Runs but needs interior work and paint. Good tub. \$5,900 OBO. Pictures available. Call 570-488-5422 or e-mail carleinelucas@yahoo.com. PA



1952 MG TD. Complete frame-up restoration - 5000 miles since engine, brake, and clutch rebuild. New chrome and professional paint job this year. Garaged. Asking \$11,500. Call 239-694-8807. FL

1953 MG TD. Cream yellow, tan top, wide whitewalls, exceptionally impressive appearance. Aluminum valve/side covers, polished air cleaner. Owned/covered 18 years, rarely driven. Exceptional appearance: \$18,900 or offers 206-725-2343. WA



1954 MG TF Roadster. Black with black interior leather. Garaged for 30 years - restored in 2001. Beautiful car - perfect running condition. \$25,000. Call 805-593-0555 or e-mail pogi@charter.net. CA



1958 MGA Coupe. Red with black interior, wood dash, wood steering wheel, super exhaust, luggage rack, new radio/cassette w/double speakers. \$9,500 or best offer. 215-569-2277, 9 a.m. to 3 p.m. Philadelphia, PA.



1958 MGA Coupe, with MGB motor, Old English White, gray interior, leather seats. New wiring harness, oil cooler, front disc brakes, extra MGA motor included. \$12,900. lewjean@aol.com. 530-877-9458. CA



1959 MGA race car. Completely race prepped, vintage legal, Yarwood 1622 and C/R transmission. Nostalgia Racing and RMVR log books. \$22,500, trades considered. Call 307-266-1134. WY



1963 MGB. Concourse ground-up, CA car, blk/blk, hard top, overdrive, Yarwood Stage II motor. Many period accessories and trick details. Everything new or rebuilt. Steal at \$14,995. 818-223-9934. CA

1968 MGB GT. Ready for restoration! Body straight. Color racing green. Needs brakes, upholstery and battery. \$1,500 OBO. Call 310-675-5999 or e-mail Rockitreg@aol.com. Los Angeles, CA



1970 MGB. Red w/black interior. Sharp. Rebuilt engine, runs great. Ready for the road. Recently featured on cover of Car magazine. Always stored indoors. Includes brand new special edition steering wheel, CD player (removable), seat covers, leather shifter knob. Must see. \$9,500 firm, serious inquires only please. 607-658-9390. NY



1971 MG Midget. Rust free car from Arizona. New tires, tubes, top. New slave cylinder, master cylinder, clutch. Many other new parts. Fun car! \$3,950. Call 607-263-2047 evenings. NY



1972 MG Midget. 94K miles, Robbins top, Moto-Lita steering wheel, AM/FM cassette, many new engine parts, good mechanical condition. \$3,000. 310-543-2337. CA.



1972 MGB. Recent restoration of rocker panels and body dings. Brand new paint. New top, carpeting and engine detailing. Late '60s grille. Looks stunning, fun to drive. Garaged in Pacific Grove, CA. \$8,900. 831-655-5686. CA



1978 MG Midget, Rally Sport edition, inspected and running. New tires, rugs, Clarion CD player, Pioneer speakers, extras. \$6,000 OBO. Call 717-564-4845. PA

1979 MG Midget. Brown with black top. Body, paint and frame in excellent condition. Must sell, \$4,500. 724-637-3616 or 724-290-3292, please leave name and number. PA

# CAR MART



1979 MGB. 21,700 original miles. Absolutely no rust or bodywork. Nothing has been rebuilt or replaced. All original. This car has only been driven recreationally, and not a daily driver. Asking \$10,500. Call 814-466-3045. E-mail s.feaster51@aol.com. PA

1980 MGB Limited Edition – in good mechanical condition. Panel rust-through; needs metal work / some TLC. Good project car, runs well. Asking \$2,000 – open to offers. Jconway14@aol.com or 973-822-3018. NJ

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1947 Triumph 1800. RHD rebuilt TR4A engine and trans. Floor shift, bucket seats. Runs great. New paint and tires, rebuilt brakes. Looks great. Asking \$21,000. 941-430-7097. FL



1957 Triumph TR3. Custom frame-off restoration. Red with tan, 6" Dayton's with Pirellis, rack and pinion, walnut dash, and much more! This is one sweet TR3. Receipts. \$21,000 OBO. Call 714-549-4090. CA



1960 Triumph TR3. Frame-off professional restoration. A driver's car. Roll bar, chrome wires, radio and the best maintenance possible. Probably the nicest in the Midwest. \$18,000 OBO. 262-763-3633 or pilot13@attglobal.net. WI

1965 Triumph TR4-A. Solid axle, nice original condition, new dual exhaust, Triumph Racing green/black. 104,000 miles. \$11,500. See secpac@aol.com for photo. 661-260-3559. CA



1967 Triumph TR4A with independent rear suspension. Restoration started since photo taken. Body needs some assembly. Parts are bagged and tagged. Price negotiable. 270-559-2747. KY



1976 Triumph TR6. Show quality restoration, completed Apr. '02. Carmine red, tan interior. 64,620 orig. miles. 2 shows, 2 – 1st place awards. \$15,000 OBO. Call 732-787-0897. E-mail rnhra749@aol.com. NJ



1976 Triumph TR-6. Classic, great condition. Restored, white, new interior including seats, carpet, panels, wood steering wheel, luggage rack. No rust. Records. Appraised at \$11,000. 413-229-2423 in Mass. Or 212-319-2027 in NY.

# BRITISH MOTORING

## events calendar

### MARCH 2003

15 CVBCC Car Show  
Williamsburg VA  
Alan Scott (757) 565-0848  
akscott@attglobal.net

22-23 Missouri Endurance Rally  
St. Louis MO  
Robert Rushing (314) 995-8664  
mgslime@swbell.net

### APRIL 2003

11-13 GoF Mk XXXVII South  
Palm Coast FL  
Tony Roth (407) 671-6888  
tandxroth@att.net

### MAY 2003

1-5 JCNA Challenge Championship  
Phoenix AZ  
Dennis Eynon 480-998-9686

3-4 British Extravaganza  
Buttonwillow CA  
Kelvin Dodd (800) 235-6954  
doddk@mossmotors.com

3-4 Britfest 2003  
Succasunna NJ  
Charles Tregidgo (201) 796-8648  
ctregidgo@att.net

### JUNE 2003

1 British by the Sea  
Waterford CT  
Steve Wincze (860) 693-4249  
mgt52@attbi.com

19-22 MG2003  
St. Louis MO  
Robert Rushing (314) 995-8664  
mgslime@swbell.net

19-21 TRA 2003 National  
Auburn IN  
Lou Metelko (260) 925-6740  
lmtr4a@ctlnet.com  
http://www.triumphregister.com

26-30 Austin-Healey Conclave 2003  
Washington DC VA  
Allen Feldman (301) 251-1158  
Mapper500@starpower.net  
http://www.CapitalHealeys.org

### JULY 2003

14-18 MGA GT28  
Welches OR  
Dennis Torgeson (360) 892-0890  
dtporg@pacifier.com  
http://www.columbiagorgemgaclub.com

21-25 GoF West  
Long Beach CA  
http://www.gofwest.com

### AUGUST 2003

24 A Taste of Britain  
Lancaster PA  
Sally Harbold (717) 292-0579

### PLEASE SUBMIT EVENT INFORMATION TO:

Kelvin Dodd  
British Motoring Events  
P.O. Box 847, Goleta, CA 93117

### PLEASE INCLUDE:

- Event Date
- Contact Person Telephone #
- E-Mail Address (if avail.)
- Club Name / Event Name
- Contact Person Name
- Web Page Address (if avail.)

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B.



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