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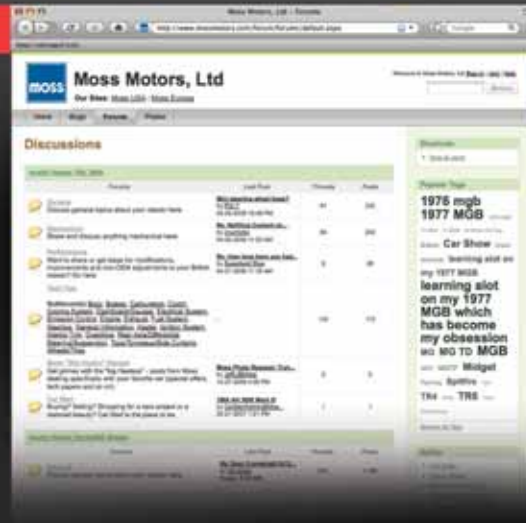
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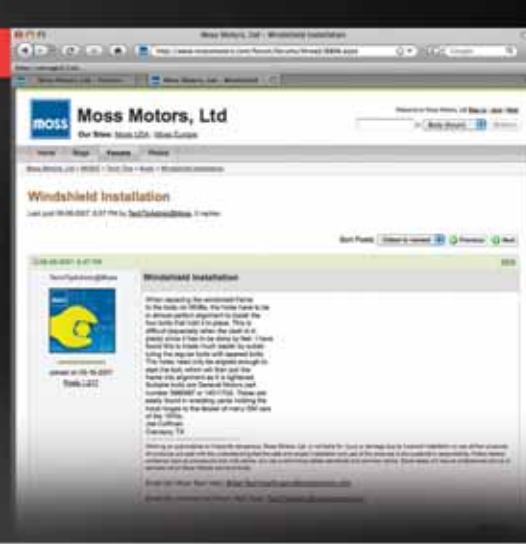


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# DRIVING “MR. MAGOO”

BY ROBERT GOLDMAN

I never owned anything other than two-seat convertibles, until I bought a pickup, and that was only to drag or carry broken bits of classic British convertibles. Being young and childless, and only dating carefully chosen women who liked convertibles, there really wasn't a need for anything more. But then I grew up.

For a brief interlude, recently ended, I felt some moral obligation to provide a four-door sedan when picking up friends at the airport. Perhaps it was professional embarrassment: “I can take you or your luggage on the first trip, then come back for whatever is left.”

The sedan, a turbocharged Subaru, offered some measure of both cargo capacity and performance. Actually, Subarus offer box-loads of performance.

Being known around Moss as the Wing Master (because of the Subaru's enormous rear wing) never quite fit the profile of a successful businessman. So the Scooby is gone, and I'm back to two-seaters. Somewhere out there must be a coupe or sedan which can appeal at all levels.

Such a mythical machine does exist, and it's a British classic to boot. The Austin A35, in all of its faded empire glory, is like Mr. Magoo's homburg hat...on wheels. It looks like a carrying case for two humans. Just put a handle on top and take it onto the plane as carry-on luggage. While I have always admired the A35 from afar, circumstances have thrust the venerable Austin forward into the breach.

Fred Lynch, Moss Motors' COO, recently returned from a stint in the UK with not one, but TWO A35s in tow. I kept my jealous lust a secret for about three seconds. One day Fred asked about the supercharger on my MG Midget. He's been thinking about putting one on one of his A35s and wanted to see how they drive. I mapped out my conditions. He could drive the Midget if, and only if, I were allowed to drive the Austin in exchange.

After he finished laughing, Fred tossed me the keys, along with an admonition I needed to connect the battery before attempting to start the car. It seems he has some fear the poor little thing would spontaneously combust if left connected to a powerful car battery.

With its narrow, upright stance, and a carburetor the size of a walnut on its anemic 34 bhp 948cc lump, the A35 promises little in the area of performance.

The seats are a harbinger of what's to come. You sit on them rather than in them. However, the car's lack of lateral grip, offset by a general lack of brakes, means one needn't fear. I'm not at all certain the car could generate enough force in any direction to make one slide off the seat. Be that as it may, a lap belt will at least keep the driver from tipping over as the car drags its door handles through turns.

Therein lays the true beauty of the A35. It does everything in a slow, almost regal fashion. It cruises comfortably at a stately 45 mph. Speed is for kids after all, the little purring BMC lump whispers to me, we'll get there eventually.

Cornering and braking are perfectly adequate—at low speeds. In fact, cruising around town was a real joy. I couldn't help laughing while crawling along down the block. Freeways, I don't know, but in the city, any respectable octogenarian would feel perfectly happy in an Austin A35.

It simply is not possible for me to look at an A35 and not hear Mr Magoo's voice bouncing around in my head. If faced every morning with the choice between driving a Porsche or an A35, I'm not so sure I wouldn't pick the A35. Now that's a serious admission of impending old age. **BM**



## New Jersey Vintage Races

October 1 - 4, 2009



Featuring IMSA RS/2.5 Challenge Reunion Race #5, Historic Grand Prix, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.



## Road Atlanta Season Finale

October 15 - 18, 2009

Featuring the OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.



### 2009 SVRA CALENDAR

**March 18 - 21 57th Mobil 1 - 12 Hours of Sebring Presented by "Fresh from Florida"** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races  
Sebring International Raceway Sebring, FL

**April 16 - 19 Savannah Spring Race** – OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
Roebling Road Raceway Bloomingdale, GA

**May 1 - 9 Tire Rack Cannonball One Lap of America** – Sanctioned by SVRA

**May 15 - 17 Vintage GT Challenge** – Featuring the Peter Morgan Memorial Race #2, Pre-War Spring Gathering, The Cars of the La Carrera, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
Road America Elkhart Lake, WI

**June 4 - 7 Heacock Classic Gold Cup** – The Peter Morgan Memorial Race #3, MG Vintage Racers Focus Event, Historic Stock Cars, OPTIMA Batteries Sprint Series Race and MotorCheck Enduro Series Races.  
Virginia International Raceway Alton, VA

**June 25 - 28 Mid-Ohio Vintage Grand Prix** – Featuring the Mini-Cooper Golden Jubilee, Sports 2000, Formula 5000, Formula B/Atlantic, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
Mid Ohio Sports Car Course Lexington, OH

**July 16 - 19 Kohler International Challenge with Brian Redman** – Sanctioned by SVRA, Featuring Ford GT40, Formula 5000, Historic Grand Prix.  
Road America Elkhart Lake, WI

**September 10 - 13 U.S. Vintage Grand Prix** – Featuring the Peter Morgan Memorial Race #4 – Grand Jubilee, Formula 5000, Collier Cup, New York Governor's Cup, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
Watkins Glen International Watkins Glen, NY

**October 1 - 4 New Jersey Vintage Races** – Featuring IMSA RS/2.5 Challenge Reunion Race #5, Historic Grand Prix, OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
New Jersey Motorsports Park Millville, NJ

**October 15 - 18 Road Atlanta Season Finale** – Featuring the OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races.  
Road Atlanta Braselton, GA

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## Classic Mini: Small Car Gets A Big Catalog

Moss Motors' Classic Mini catalog might be the new kid on the block, but it's already chock full of thousands of part numbers. A hard copy can be ordered via the Moss Motors Web site, [mossmotors.com](http://mossmotors.com). Don't yet have a Mini? Once you see all the available parts, maybe that will change.



## BMTA: Preserving the British Car Hobby

The British Motor Trade Association, a group dedicated to strengthening the business end of the hobby, will meet this February in Philadelphia. Their plan is simple: improve all aspects of our British car scene via increased communication. Visit [britcar.org](http://britcar.org) for details.

## New From Your Friends at Moss: North American Austin A30/A35 Registry

You can't throw a stone around Moss headquarters without hitting a car nut, and COO Fred Lynch is no exception. He has two Austin A35s and wants to create a North American Austin A30/A35 register. If



you have one—or your crazy friends do—please notify Fred. Send him your name, city, state, year, model, and some general information about the car. Photos are also much appreciated. Fred will compile all the submissions and reply to all who have sent info—all six of you, he jokes. His e-mail address is [lynchf@mossmotors.com](mailto:lynchf@mossmotors.com).

## Get Behind the Scenes at Daytona and The Mitty

Our friends at Classic Motorsports and Grassroots Motorsports have two big events scheduled for early 2010, and all British car fans are invited to participate. They'll host their GRM Experience at the Rolex 24 At Daytona January 28-31, while the Speedfest at the Classic Motorsports Mitty takes place at Road Atlanta April 29-May 2. Check out [classicmotorsports.net](http://classicmotorsports.net) for details.

# The American MGC Register

The MGC is a car that to this day evokes more emotion and debate than any other model that left the gates at Abingdon. Doomed by poor planning and execution, under development during its brief production run, internal politics, bad relations with the motoring press, and almost no marketing, it lasted only two years after its 1967 debut with a production run of a mere 9002 cars.

The MGC was compared to two great cars of that era—the Austin-Healey 3000 and the MGB—and was found to be lacking. It didn't have the performance of the former, or the "sportiness" of the latter. But you only need to look at the two factory MGC GT "Sebring" aluminum-alloy bodied race cars, "Mabel" and "Romeo," otherwise known by their English registration numbers MBL 546E and RMO 699F, to see the true potential of the MGC. They were more than a match for anything in their class, and proudly represented the MG marque at such legendary venues as the Targa Florio, Nürburgring and Sebring. You can only imagine the results if they had raced at Le Mans.

Fast forward to today. The MGC enjoys a cult status among the MG fraternity. Owners and enthusiasts are able to look past its initial shortcomings and see a superb grand-touring car that with a few modifications, like those done by the Downton and Nicholson tuning firms during the car's production run, is capable of dramatically improved performance and handling. An MGC is more than capable of taking you from home to show and back, while still keeping up with the pace of today's traffic. It offers the performance of an Austin-Healey 3000, while sharing many parts with the MGB, providing a rare car without the prices rare cars often command.

It is this rarity that has saved many MGCs. A number have been restored from rust buckets to show-winning condition, and an esti-

mated 2500 to 3000 are thought to be still on the road.

The American MGC Register (AMGCR) was formed in 1980 by Tom Boscarino to support the MGC and its owners. Its primary purpose at the time was to share information and obtain parts for the car, many of which were NLA at the time. Thankfully, due to the persistence of many suppliers in the U.K., U.S. and Europe, more MGC parts are available now than were available when the Register was formed.

The primary objective of the AMGCR is still relevant, despite the arrival of the Internet and with it, eBay. The Register and its members help disseminate information for the repair, restoration, maintenance, modification and overall enjoyment of the MGC, it also aids in locating spare parts and cars for sale. Most members know that if they need a part for their MGC, someone in the Register has it or can help source it. And Register members will go out of their way to help another member put or keep their car on the road.

The best place to find an MGC owner is at the annual meet for the AMGCR, the CBA. This year's meet was held in Auburn, Indiana, with the 2010 meet scheduled for Asheville, North Carolina. The 2011 meet will be held in conjunction with MG2011 in Reno/Lake Tahoe.

Keith Sanders ([amgcr@juno.com](mailto:amgcr@juno.com)) is the current Chairman of the Register, while Mark Saylor ([mgcsaylor@verizon.net](mailto:mgcsaylor@verizon.net)) is the current Editor of the Register. There are more than 240 active members of the Register, of which seven are either original owners of their cars or own cars that have been in the family since new. They reside in 40 states, Canada, England, France, Belgium and Germany. The dues are \$25 per year, \$30 for outside the U.S. Membership includes quarterly issues of the Register's newsletter, Now 'C' Here!, and a window decal. Their Web address is [mgcars.org.uk/amgcr](http://mgcars.org.uk/amgcr). —**Mark A. Saylor, Editor, American MGC Register**





**Y**ou have questions and we have trunions—we mean answers! Compliments, comments and castigations are all welcome at Motor Mail. Please send yours to editor@mossmotors.com or via USPS to:

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## Our Tech Article Needs Mini Tech

The Fan Size and Rotation section of your cooling article (Summer, 2009 issue, pages 26-27) mentions making sure fans are “installed facing the right way and pulling air through the core.” First, remember that fans on Minis do not pull air through the radiator. They push air through the radiator. (There’s the same issue in the Fan Shrouds section.)

Also, the implication is that if the fan is installed backwards, it will move the air the incorrect direction. Not so. A backwards installed fan will still pull (or push, for Minis) air in the correct direction. The process will be less efficient, however. I see this a lot on backwards installed Mini fans where cooling is a bigger issue because of the side mounted radiator. The fan is still pushing air the correct direction, but because of the fan blade shape, not enough air is getting pushed and the car runs hotter than it should—especially at low rpm.

Keep up the good work and remember that the Mini is just a little bit different from those odd, rear wheel drive cars!

Chuck Heleker  
 President, Seattle Area Mini Owners Association

**Moss Tech replies:** “The Mini cooling system is unusual, as it does use a pusher fan. If the fan is removed and repainted it is difficult to determine which way around it should go. One of the weird experiences with the Mini is to walk past the front left wheel while the car is running and feel the hot air coming out of the wheel well. Thanks, Chuck!”

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## Robert Bentley's Repair Manual for British Cars

Written in 1970 this book is a wealth of fault finding and repair references for the British car owner. Covering a wide range of cars from Minis to Cortinas and all the sports car range, this book explains how the cars work and how to repair them. Softcover, 7" x 9". 380 pages, 225 B/W photos, 152 illustrations and diagrams.

**Bentley Repair Manual**    **213-785**    **\$44.95**

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# MAKING A BRITISH CAR A FAMILY PROJECT



David S. Walens photo

## When you add a British car to the family, it can inspire teamwork and togetherness

BY KATHLEEN M. MANGAN

In today's fast-paced society, every member of the family has a different schedule of activities. A family meal can feel like a momentous occasion. Fathers are so busy they may put off a car restoration project until after the kids have left home. But this delay means enormous lost opportunities.

First, how else are your children going to learn how cars work, how to identify problems, and how to do basic repairs? These life skills are valuable for boys and girls. British cars are great teaching cars—they have straightforward engines, are inexpensive and easy to work on, and parts are readily available through Moss Motors.

With a project car, you can teach kids about making logical decisions, breaking down a big project into doable parts, solving problems, setting priorities, budgeting and safety precautions. Plus, consider how a successful project will enhance your kids' self-esteem. Focus on a hobby can help keep teens out of trouble.

A British car project could be the ultimate family car. Sure, the entire family may not be able to ride in the car at once, but when a car is more a project than mere transport, it serves as a vehicle

for strengthening family bonds.

With everyone involved in the project, it becomes a focus for teamwork. The project gets done quicker and is more fun. And when completed, there is something tangible that everyone can enjoy—something that provides bragging rights for all family members.

### Make the Family Project a Family Decision

Most parents recognize that forcing something on kids, especially if there is work involved, might not fly, and worse, might be resented. You need the enthusiasm and commitment from each member of the family in order to achieve your family goals for the project. And you need incentive, notably the opportunity to drive the car once they get their license.

First, get your kids interested in classic cars by taking them to car shows and encouraging them to select their favorites. Depending on their ages, have them take pictures of the cars they like best, dream up names for them, determine the best colors. Get some classic car books from the library and look through the books together, talking about the

**Family fun doesn't always mean picnics and ballgames. Sometimes the best way for parents and kids to bond is over a couple thousand pounds of steel, glass and rubber.**



Tim Suddard photo



Tim Suddard photo

marques, models and features that are most cool.

Then have a family powwow about a project car that everyone would be involved in and would eventually be able to drive. Keep in mind there are plenty of aspects to the project that do not involve getting dirty, turning wrenches or sliding under the car. There is computer research, financial accounting, photo documentation and a host of to-dos that will suit all ages and interests. Consider a written family contract that everyone signs and holds each other to in the future.

Be sure to get grandfathers involved, too. They have great experience with a host of cars, and often have more patience with kids than their parents. Plus, they can pass on the stories about cars they had in the past. Have your kids interview their grandparents about their old cars on tape or video. They can write up the family car history and put it together with photos of all the family cars through the years.

### Agree on Your Car Selection and Purchase

To ensure everyone's passion for the project, all family members should be included in the purchase decision. First announce the budget you've allocated for purchase and repairs in the first year, and lay out the potential car alternatives that would be easy first-time cars to work on and fit into the budget. (Look at the cover story in the Fall 2008 issue on great first-time British cars to restore at [mossmotors.com](http://mossmotors.com))

Encourage everyone to read up on car options in books or online, and then come back with their first, second and third choice picks. Consider what the clubs say online about the model years and features, the availability of parts, technical information and advice, and trends in value for each car option.

Once you've come to a family decision on the car make and model, it will take legwork to find the right project car to acquire. Check newspaper and specialty magazine car listings, eBay, car show corrals and car club newsletters. Kids can help with the search; it can be fun if treated like a game.

Take the whole family along when you go look at cars for sale. You'll want to evaluate the time and money to get the car to your standards for safety, reliability and drivability. You may not know the full picture if the car isn't running. Explain the advantages and disadvantages of each option so everyone understands your decision-making process. Take a family vote on whether you should buy a certain car or keep looking.

### First Things First: Clean and Inspect

Once you've got the project car home, start photo documentation. You'll want the before and after shots, as well as images of the work underway and fun shots of the family with the car. Plan a photo album or a slide show when the project is completed.

Start by revealing the true nature of your new acquisition with a thorough cleaning. Use a pressure washer to remove grime from the underside of the car and the engine compartment. Go easy so you don't damage anything. For best results, take the wheels off and raise the car as high as it will go on jack stands.

Then get to work up close—it's easier to see what needs to be done once it's cleaned up. Ensure there are no rodents or insects living in the vehicle before you start poking around. Perhaps give each family member a section of the car to clean. Be gentle, as metal gets rusty, rubber bits crack, parts

**Swap meets can be an excellent place to pick up new projects and good ideas. It's important to agree on a new project before taking the plunge, though. Once you get the new toy home, a thorough washing and inspection is a great way to get acquainted with your new car.**

dry out and upholstery becomes brittle after years of sitting. Be sure to lubricate door, hood and trunk hinges.

### **Make Your Go or No-Go Decision**

Once fully exposed and critically inspected, list all the repairs that must be done to get the car on the road, make it safe and ensure it runs reliably. Consider what you can handle on your own, and what will have to be done by a mechanic or body shop. Add up your must-have parts order from the Moss Motors catalog. Keep in mind the Moss Customer Loyalty Program for great discounts.

Then make your go or no-go decision on the project. Does it need too much work? Is the rust worse than you thought? Would it be better to bail on this car, and find a better example that will require a smaller time commitment from your family? Review key decision points at a family meeting.

Even if you lose some money selling the car at this point, you could save money in the long run if the car doesn't match your time and money objectives. Certainly you don't want to get in over your head and have the project stall completely. You might make a little money on the car if you clean it up and get it running better than when you purchased it.

### **Planning and Family Assignments Are Critical**

Once you've decided to move ahead with your rolling restoration, break the project down step-by-step and form a project plan. Individual tasks can be assigned to appropriate family members.

Tasks might include finalizing the list of problems to address, determining the order in which they should be completed, finalizing the list of parts to order, setting up an account book or

financial expense worksheets, designing a timeline and photographic documentation.

Make a chart listing the tasks, the person responsible for the work and target completion deadline, and post it on the refrigerator. Checking off tasks when completed provides a sense of accomplishment along the way.

Inevitably with all mechanical projects, additional problems become apparent as you get into the nitty gritty details. So be sure your timeline and budget/expense list is drawn up on the computer so you can add to it and adjust timeframes as you go along. Resto projects require patience and flexibility.

In addition to the nuts-and-bolts aspects of the project, there is a lot of research that will add to the success of the project and enjoyment of the car. Documentation is also important. Put together a binder with all the paperwork, receipts

**Even the youngest family members can get involved in the car restoration – they love to help, especially when you keep it fun.**



### **Resto-Research Projects:**

- Car clubs in the region to join.
- A list of regional car shows, cruise nights, autocross events, TSD rallies and open track days.
- Best books on the car model's history and repair tips.
- Best websites with technical information.
- Different ways of resolving specific problems, and part prices for the alternative solutions.
- Recommended maintenance, for example, how often to change the oil, spark plugs and belts.
- Reliable, recommended local British car mechanics that you can turn to for expert help.
- A shop with a dyno so you can diagnose more advanced engine issues on your car.
- How to prep the car to put it away for the winter and put it back on the road in the spring.

and research on the car and project, plus the future wish list. A companion photo album shows progress, while a maintenance record tracks work to be done at specific mileage points. A calendar of auto-related events ensures you have opportunities to show it off once done.

Everyone should take on some of the tasks, from the mom to the youngest child if possible—kids are all about fairness. They like to know everyone is pulling their weight. And kids love to remind adults when they have missed their deadlines—it gives them a sense of joint responsibility.

### Set a Family Goal and Be Realistic

Select a fun goal for the family to work towards. Taking it to a local car show or cruise night, getting it done for a special occasion like a new driver's license or senior prom, taking it to an open track day, or entering an autocross are great incentives to keep the momentum rolling on a restoration project.

Be sure to set a reasonable timeline based on the repairs needed and family commitment. Consider setting a minimum time allotment to work on the car for each family member each month, and keep a time log.

Be prepared to revise deadlines repeatedly as other obligations get in the way. Negotiation might be the name of the game to keep the project on track. Kids are masters at wiggling out of commitments, but remember this is a valuable life classroom, and there is more at stake than mechanical skills.

### Get the Car Running

Before you start letting your children work around tools and solvents, review safety measures and ensure they are in place at all times.

If the project car isn't running, start by doing the minimum amount of work to get the car to turn over and take it

for a short drive. You can learn a lot about the mechanical condition and what you need to address.

Depending on where the car was stored and the length of time it was sitting, you may have to address rubber seals, gaskets and hoses, electrical wires, belts and tires. All the fluids will have to be changed. The fuel lines and gas tank will probably have to be flushed and cleaned. The brake system and hydraulics will have to be renewed, including clutch, master cylinder and slave cylinder.

Then inspect the chassis, lubricating as you go along, including the gearbox and carburetors. Now your list of specific issues to address on the car kicks in.

When you're ready for the first test drive, determine who gets to ride in the passenger seat for the first run, but ensure everyone gets a turn. Start out at low speeds so you can pay attention to strange noises, smells or other problems like overheating. If you get green lights on these, take it for a proper test drive.

### Celebrate Family Success

At this point, you're ready to spiff it up for driving around town. Detail the interior, polish the chrome, condition the leather seats, shampoo the carpets and give it a sparkling wax job. Take photos of the car and family. Invite your friends over to admire the results of your labor. Take it to a local car show, cruise night or other event you planned as a family goal.

Down the road, you can consider upgrading the looks of the car, enhancing handling and suspension, and modifying performance. The family may have thoughts on what the priorities should be. You'll have enthusiastic help on subsequent phases of work on the family car. The biggest problem will be sorting out who gets to drive it—you may need another chart for the refrigerator. **BM**

## One Father's Perspective

Tim Suddard, publisher of *Classic Motorsports* and *Grassroots Motorsports*, completed a restoration on a 1973 Triumph Spitfire with his 14-year-old son, Tommy, and recommends the experience. "At first it was difficult to keep him focused," explains Suddard. "We had many days filled with the classic father-son dynamic of frustration and exasperation. But we also got to spend a lot of time talking about everything from

the mundane to the philosophical."

Suddard says the turning point was the two-week thrash before their first big event. "We had a finite dead-

line and real goal, and Tommy got more interested when he saw the fast progress we were making at that point. Now that the car is running, he heads to the garage to work on it on his own." The bottom line for Suddard: "The project was worthwhile on a lot of levels."



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# MG T-SERIES: THE SPORTS CAR AMERICA LOVED FIRST

BY KATHLEEN M. MANGAN

These classics were owned by Clark Gable, raced by Phil Hill and showcased in movies driven by Rock Hudson and Ryan O'Neal. Owners are passionate about them.

The GIs stationed in Europe after the Second World War first fell in love with them. And when they shipped them home, America captured the fever. Arguably the MG TC began this country's love affair with the sports car.

MG TCs were fun, nimble, compact and bathed its occupants in sunshine. From those first imports, the MG T-Series generated enthusiasts, clubs, national gatherings and aftermarket parts producers. They mark a significant milestone in America's automotive history.

The MG TC is further legendary as the inspiration for Moss Motors. Founder Al Moss bought a 1948 TC, but found that the dealers weren't stocking many of the parts. He knew that fellow owner-enthusiasts were in the same boat, so he started importing components directly from England while also fabricating parts in his shop. Moss parts were often better than the originals, and he produced some unique performance items to enhance the standard model. Al raced his TC, so his parts were put to the test. By the way, he still owns his TC racer.

So Moss Motors started as an MG T-Series parts supplier. It eventually expanded to later MG models, and then Triumphs and other British marques. When British-Leyland left the U.S. market, Moss purchased the factory parts inven-

tory from the entire dealer network.

The company is still custom fabricating a host of parts for the T-Series, and is the largest supplier in the world. Pretty much everything for these cars are available. Technical expert Kelvin Dodd says that the company's focus is primarily on keeping as much of the original parts stocked as possible, since so many owners are intent on the classic approach to restoration and maintenance.

"What is amazing is that we're still seeing original ground-up restorations on T-Series cars," says Dodd. "They're still coming out of the weeds."

Moss can still supply original components like the wooden battery box liner, hose clamps, flock-lined glove box, hand crank with brass handle, black coil and the under dash cover in black Rexine. Their seat cushions even have the correct number of pleats—six.

## **It All Starts with the 1936 MG TA**

The TC wasn't the company's first sports car. The TA, which replaced the MG PB in 1936, originated the distinctive T-Series design—that impressive radiator flanked by sweeping fenders, running boards, cutaway doors, folding windscreen, curved dash and rear-mounted spare wheel.



The steel-over-ash wood body was bolted to the chassis and featured a leaf spring suspension.

Mechanically, the TA featured an overhead valve, four-cylinder 1292cc engine with twin SU carburetors. It produced 50 bhp, a big increase over its predecessor. Hydraulic brakes and synchromesh in the top two gears were added for the first time on a MG. A belt-driven cooling fan and pump, plus a thermostat, were other innovations. In three years, the company made 3,003 TAs. The car also set the scene for four more models to come over 19 years of production.

MG introduced the TB model in 1939 with the all-new 1250cc XPAG engine, an overhead valve pushrod unit producing 54 bhp. It had a larger bore and shorter stroke allowing faster and safer high revving; plus it was more reliable and capable of more tuning. Its new gearbox had synchromesh on the top three gears; a telescopic steering column was also added. Chassis and

body were essentially the same as the TA. Only 379 TBs were finished before WW II broke out. Few TAs or TBs made it across the Atlantic.

### MG TC Inspires Devotion

When the war ended, MG scrambled to produce cars again, merely tweaking the TB mechanically and cosmetically. The TC was launched in 1945 at a time when exporting goods earned manufacturers a greater allotment of steel and raw materials from the government in exchange for the hard currency. Many TCs went to Commonwealth countries like Australia, but when American GIs started shipping their cars home, they

## Insider's Info:

There was never a fuel gauge on the T-Series cars. Owners must periodically stop and poke a notched stick into the tank to measure the fuel level.

The T-series had what were dubbed "suicide doors," those rakish cutaway doors hinged at the rear that could blow back if not fully closed.

Pack light if you're a T-Series owner—luggage capacity is limited to the space behind the seats.

Fair weather driving is advisable since the wipers only clear part of the windshield and there is no wiper fluid system. Oh, and there is no standard interior heater, either.

The center-hinged bonnet with folding, louvered side panels provides good access to the engine. In true sporting tradition, toolboxes were built onto the bulkhead.

Since trained mechanics and parts for major engine repairs were scarce when the cars were first imported to the U.S., MG created a set of spare engines that could be swapped for a worn one.

In 1954, MG set a number of speed records on Utah's Salt Flats with a car that was essentially a stock TF. The drivers lapped the 10-mile course at 124 mph for 12 hours, capturing seven international and 25 American records.

Make your own paper model of a MG TC with download patterns that you print in color on photo paper, cut out and assemble. It's free: [cp.c-ij.com/en/contents/2027/mg/index.html](http://cp.c-ij.com/en/contents/2027/mg/index.html).

The Gathering of the Faithful events are the annual highlights for many T-Series owners. They were started in 1965 and are now held on both coasts yearly. Check out [GoFWest.com](http://GoFWest.com), [tcmotoringguild.org](http://tcmotoringguild.org), [www.nemgrtr.org](http://www.nemgrtr.org) and [abingdonroughriders.org](http://abingdonroughriders.org) for details.

Current values put a TA at \$24,000-\$40,000, TB at \$20,000-\$40,000, TC at \$18,000-\$47,000, TD at \$15,000-\$32,000, TF at \$18,000-\$30,000 and TF 1500 at \$25,000-\$40,000 for examples in good condition.

### MG TD Popular Replacement Parts

Part No.	Price	
181-195	\$179.95	Brake Master Cylinder
434-010	\$174.95	Water Pump
111-108	\$609.95	Major Bumper Assembly, front
454-170	\$99.95	Grille, Zinc-plated
140-400	\$134.95	Starter
245-878	\$1,099.95	Leather Seat Kit w/Vinyl Panel and Trim Kit, Tan
454-478	\$374.95	Carpet Set, Black
357-080	\$393.95	Wiring Harness
454-528	\$380.95	Stainless Steel Exhaust System
281-528	\$248.95	Body Rubber Kit



Instruments were switched to the iconic octagon shape with the MG TF. Moss is fanatical about part originality and quality – even some of the bolts are specially made in England.



knew there would be demand in the U.S.

Of the 10,001 TCs produced over four years, 2,000 were officially exported to the U.S. The company developed a North American version with U.S.-spec sealed beam headlights, larger dual tail lights, turn signals, and chromed front and rear bumpers. But they did not see the need to offer left-hand drive. Reputation grew with celebrities like Clark Gable and the Duke of Edinburgh driving them, and racers like Phil Hill and Briggs Cunningham competing in them.

Yet this reasonably priced car with classic looks and simple mechanicals made sports car ownership an option for the average Joe American, and opened up the market for many European imports to follow. Owners generally had to make their own repairs, and soon they were adding accessories, racing and getting together at meets. Others couldn't help noticing how much fun they were having with their cars.

### TD Brings Comfort to the Mix

Production on the more refined MG TD started in late 1949. More than three-quarters of the total 29,664 produced over four years were exported to the U.S. This was a wildly popular car in America.

Externally the TD had small styling changes to make it lower slung and beefier, like standard bumpers with overriders, and 15-inch steel wheels rather than the 19-inch wire wheels. But underneath, the changes made it a more comfortable drive with more responsive handling. It had a more rigid chassis, rack-and-pinion steering, independent front suspension with double wishbones and coil springs (retained for the MGA and MGB), and better brakes. Left-hand drive became an option.

With nearly 200 additional pounds of weight powered by the same XPAG engine, the TD was slower than the TC. To make up for this problem, Abingdon produced about 1,700 copies of the racier TD Mark II (known in the States as TDC for TD Competition Model). It had a more highly tuned engine, larger intake manifold, bigger SU carburetors, larger valves,

twin fuel pumps and suspension upgrades. It also sported a pair of bucket seats. All these enhancements were also available for standard TD owners to upgrade performance.

### TF Provides Swooping Style

Jaguar's XK120 brought sleek styling and sophistication to the 1948 London Motor Show, and MG responded in 1952 with the prototype for their forthcoming MGA. However, BMC management didn't want any competition for the already green-lighted TR2 and Austin-Healey 100, so MG had to sit on their MGA plans.

They were instead only given approval for a facelift on the TD. The TF, also launched in 1953 alongside the more modern TR2 and Austin-Healey 100, got a lukewarm reception in comparison.

Even so, styling changes made the former upright model more swoopy and romantic. The grille angled back and the hood sloped down to meet it. The headlights were integrated into the wings, the wipers and motor were moved from the top of the windscreen, and the back end swept out. Wire wheels were back as an option.

The interior was also more comfortable, with individual adjustable seats; instrument dials became octagonal. But there was no change in performance over the TD Mark II—it reached 80 mph, but the new Triumph topped 100.

The following year, the engine was redesigned and enlarged to the 1466cc XPEG engine, and the model was badged the TF 1500. The engine produced 10.5 percent more power (63 bhp) and 17 percent more torque. There was little visual difference between models.

Production of the T-Series ended in 1955 when the MGA finally made its worldwide debut. A total of about 9,600 TFs were built, including 3,400 TF 1500s.

Time had finally caught up with the T-Series, although the cars have not waned much in popularity. Judging by the sales figures for the replacement parts plus the number of cars still seen at shows, the T-Series is still supported by a legion of fans. **BM**

**Moss offers upgrades on many components, such as the five-speed conversion kit with synchromesh on all five gears, Pertronix electronic ignition and the conversion kit to MGB front shocks. A new TD wiper motor, under development for four years, will be out soon.**

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# MG TF INSPIRES LIFELONG AUTOMOTIVE ENTHUSIASM (AND A MUSEUM)

BY KATHLEEN M. MANGAN

When Jeff Lane donated his 75-car collection to Lane Motor Museum in Nashville, Tennessee, there were two cars that he just couldn't part with—his 1955 MG TF 1500 and his dad's 1954 MG TF. It's understandable.

His dad's TF was Lane's first introduction to cars—he helped restore it as a young kid. When his dad asked him what he wanted for Christmas at age 12, Lane replied, "I'd like to have a MG of my own."

On Christmas morning, his dad told him to look out the window. There was a pickup truck parked at the foot of the window, and in the bed was a TF shell, frame, engine and piles of parts. Some assembly was required.

"I was ecstatic," Lane says, admitting that the restoration was a huge undertaking for a 12-year-old. They found another parts car without a body, giving him all of the parts needed to complete the project.

## A Four-Year Project

Lane worked on his cherished TF for four years, and took his driver's test in it when he turned 16. While still in high school, he drove from Detroit to Boston to pick up his sister at college and then the two of them drove to Olympia, Washington, for the national MG meet. He won the coveted distance award: "It was quite a big deal for me."

In the first three years Lane put 40,000 miles on the car, crossing the country a few times, mostly to national MG meets. "It's a great car to tour in with the open top," he says. "At cruising speed you don't feel like you're flying by the scenery."

In that era, the Lane family driveway and garages hosted four MG TFs, a TD, a TC and a MG M-type. Jeff restored and worked on many of them. (He did agree to relinquish his TC to the museum.)



Jeff Lane's dad, Gene, got him started working on cars. He gave Jeff his MG TF in pieces with the understanding he'd have to put it together. That car is now a treasured part of his car collection at Lane Motor Museum.

Now 33 years since Lane put his TF on the road, it has 50,000 post-restoration miles on it. He hasn't touched the body or interior since; he's rebuilt the engine once but kept it completely original. "Fortunately my first car was pretty special and unique, even back then. Getting rid of it never occurred to me," he says.

### From Racing to Collecting

At 18, Lane started racing at a local track in Michigan. He chose a MG Midget and eventually moved to SCCA's F Production class. Over 12 years of racing, he built three Midgets, went to the Runoffs five times and came in second in the finals twice. He also raced in the 24 Hours of Nelson Ledges twice. When racing burnout set in, he turned his focus to car collecting.

"There was no grand plan, I just bought cars I liked and thought were interesting," says Lane. He gravitated to cars that were technically advanced, innovative, aerodynamic or just downright odd. He had cars stashed away all over town, and when he finally did a tally, it came to over 75 cars.

Lane started thinking about what to do with the collection and how to keep it together into the future so others could enjoy it. He decided to open a museum by starting a 501(c)(3) nonprofit and donating the cars to the museum. That is, all but the two sentimental MGs.

"They belong in the museum but I haven't donated them yet. I'm just waiting...I'm not sure what for," says Lane.

### A Museum Is Born

The Lane Motor Museum opened in 2003 with Lane's original collection, which has since quadrupled to 350 cars. It is showcased in an old Sunbeam bread bakery that lends a vintage feel thanks to the open space, wood floors and natural lighting through high windows.

There is 40,000



square feet of display space; only a third of the collection can be shown at one time. The cars rotate constantly so the museum is fresh and different for every visit. The rest of the cars are stored in the facility's enormous basement.

The museum features eclectic cars, including many Tatras and Citroëns, quirky propeller-driven cars, micro cars, one-of-a-kind cars and prototypes. There are 30 to 40 British cars, including a

number of MGs, a few Triumphs, about 15 Mini variants, and a few obscure British micro cars. Most of them are kept in driving condition.

Now Lane gets excited about special projects like the recently completed replica of the Tatra Aeroluge prototype, a vehicle on skis powered by a propeller designed for the German military to cross Russia's snowy plains during World War II. The first reproduction of the propeller driven cars made in 1920s France is now underway.

More than 25,000 people visited the museum last year to drool over the cars. And there, among the 350 other autos and specialty vehicles, are Lane's beloved MG TF and his dad's TF, on loan and on display. He admits that every spring he gets the urge to get his TF out on the road, maybe take it to a meet. But these days he drives it only 100 miles a year. "It's the one that means the most to me," he says. **BM**

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**It took Lane four years to get his TF on the road, but when he did, he shifted to high gear, crossing the country in it, taking it to far-off national meets, and logging 40,000 miles in three years while storing it in the winters. "I have great memories of those road trips," he says, adding that the car never stranded him.**



### Source

lanemotormuseum.org

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# DIFFERENTIAL EQUATION

## Fixing a Common TR6 Problem: A Weak Differential Mount

The Triumph TR6 is a fun car with enthusiastic owners, but it does have one weak spot that sooner or later must be addressed: the differential mounts.

What's the problem? They're prone to cracking. If not attended to quickly, the differential mounting studs eventually rip out of the frame.

It's understandable since they've been subjected to

mechanical stress for more than 30 years. Rust and a worn set of differential mounting bushings make the problem worse. Telltale signs are clunking sounds coming from the differential area. The right front mounting points are the first to go since they bear more of the torque load.

Even if the mounting points haven't broken, reinforcing the mounting areas is recommended.

### First Remove the Diff

To repair the mounting points, you've got to remove the differential. First remove the half shafts and drive shaft from the differential using open-end wrenches. Then take out the differential mounting nuts. Be sure to put a transmission jack or a floor jack under the differential to make your life easier.

With the differential out of the car, clean the chassis with grease cleaner, a wire brush and a wire brush wheel mounted on a 4-inch grinder. This job is easier with the body off the frame, but we realize that not everyone has the time to totally disassemble the car.

The Moss kits are designed to repair front and rear mounts with new studs and brackets. The front kit also includes reinforcing plates to help prevent future problems.

The Front Differential Mount Repair kit (#850-795, \$114.20) includes new studs, top plates, and enough side plates to brace both the inside and outside of the front mounts. Unless you are willing to remove the body from the frame, you will only be able to reach the inside mounts. Many owners feel that bracing just the inside of the two front mounts makes the mount assembly area strong enough for street use.

The Rear Differential Mount Repair kit (#850-796, \$75.35) includes replacements for the original parts.



While the job is easier with the TR-6's body off the frame, in the photo above you can see that there is room to remove the diff with the car securely on stands or a lift. At left, you can see the results of a shoddy, incorrectly done repair. The Moss kit is designed to fit properly, and eliminate the clunking and movement associated with broken mounts.

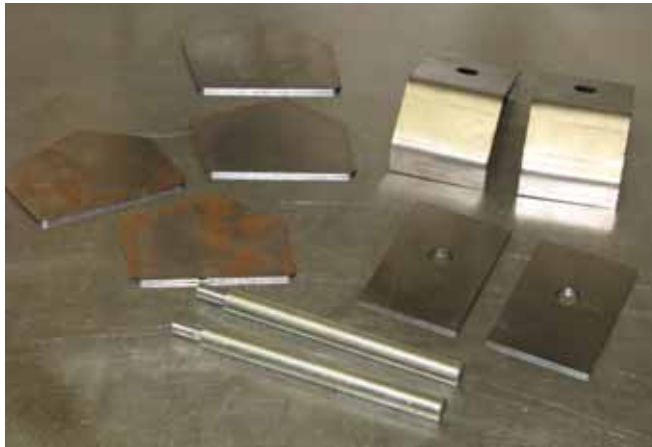
## Kits & Welding

Welding is required to install these kits. Do the job yourself if you're a proficient welder. But bear in mind that access to the area is somewhat awkward and you would be welding quite close to the gas tank. If you're not comfortable with the welding, you could still remove the differential and prepare the chassis before calling in a mobile welder. At this point, the welding job should take 30 to 60 minutes.

As part of the project, you should replace the differential mounting bushings as well. Moss sells standard rubber front and rear differential mounting bushings, as well as stronger poly bushings. If you're running your car on the street, be aware that the poly bushings make the car ride harder and that might increase the tendency to break the differential mounts.

Also while doing this project, take the opportunity to inspect the rear brake lines, half shaft boots, and U-joints on the half shafts and drive shaft.

With repaired and reinforced differential mounting points, your TR6 will be quieter, safer, more fun to drive and more pleasant to own. Those are great results considering the entire project can be completed in less than a day. **BM**



The Moss kit includes all the pieces you'll need to refresh your differential mounts. While doing this job, we also recommend you take the time to install some new bushings as well.





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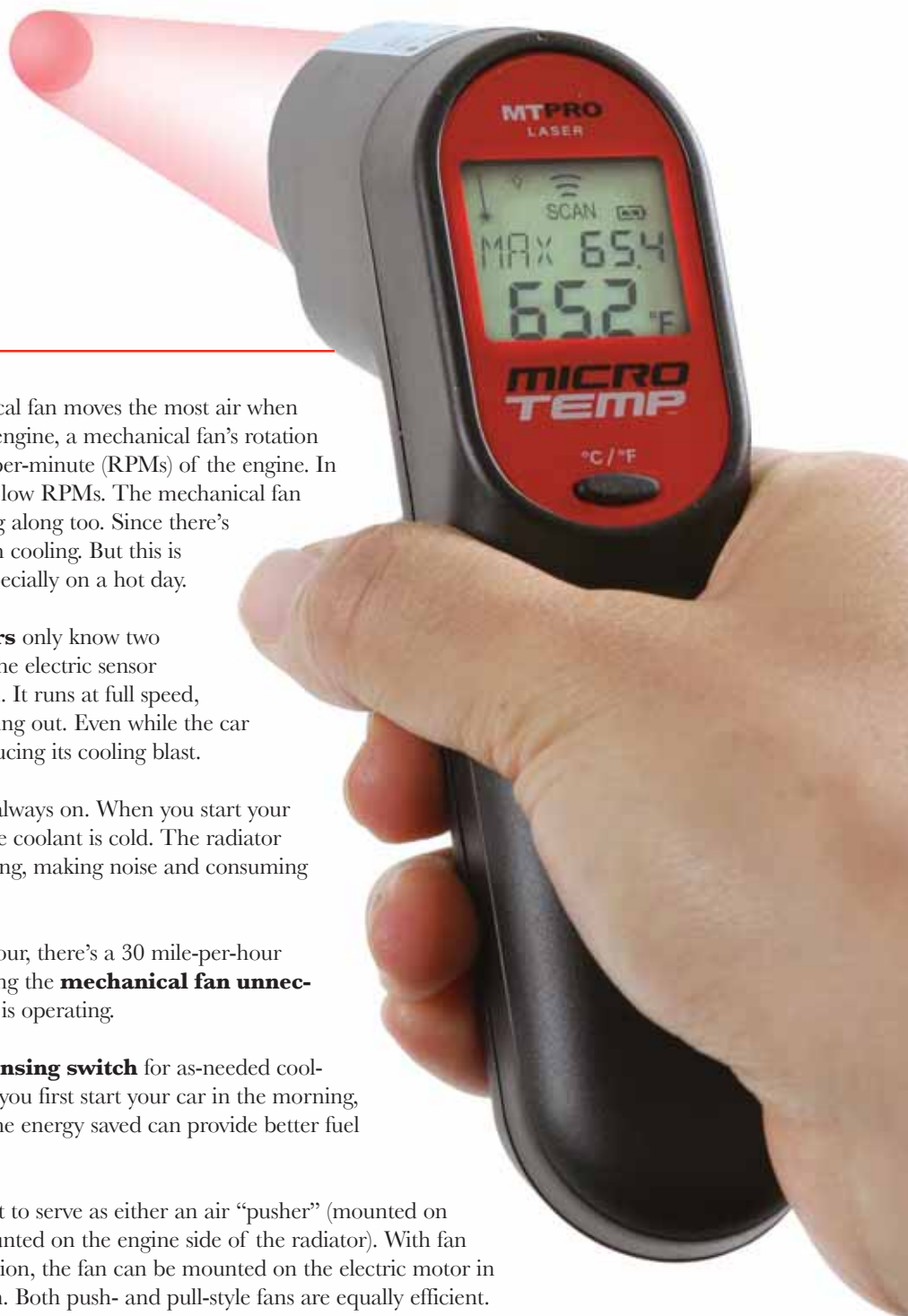
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## THE COOL FACTOR

BY MOSS TECHNICAL SERVICES

You don't have to wait until the cooler days of fall in order to ensure a cool-running engine in your classic British car. Consider the advantages of an electric fan for your car's radiator. You won't have to worry about your car in traffic on even the hottest days, and you'll enjoy a more efficient and peppy engine too.

The purists and Concours aficionados will want to stick with the standard mechanical fan. But the benefits of an electric fan are hard to beat:



- **Air Volume for Cooling:** A mechanical fan moves the most air when it's rotating quickly. Since it's part of the engine, a mechanical fan's rotation speed is directly proportional to the revs-per-minute (RPMs) of the engine. In slow traffic, your motor is loping along at low RPMs. The mechanical fan is following the motor's lead, slowly loping along too. Since there's not much air movement, there's not much cooling. But this is exactly the time you need the cooling, especially on a hot day.
- Electric fans **designed for classic cars** only know two speeds: Off and Serious Cooling. When the electric sensor picks up too much heat, the fan comes on. It runs at full speed, no matter what speed your engine is turning out. Even while the car is moving slowly or idling, the fan is producing its cooling blast.
- **Fuel Efficiency:** A mechanical fan is always on. When you start your car in the morning the engine is cold. The coolant is cold. The radiator is cold. Still, the mechanical fan is operating, making noise and consuming energy.
- Driving down the road at 30 miles an hour, there's a 30 mile-per-hour breeze going through your radiator, making the **mechanical fan unnecessary**. Nonetheless, the mechanical fan is operating.
- An electric fan uses a **temperature-sensing switch** for as-needed cooling. If the fan isn't needed, it's off. When you first start your car in the morning, it's off. When cruising at speed, it's off. The energy saved can provide better fuel efficiency and enhanced engine power.
- **Flexibility:** Electric fan design allows it to serve as either an air "pusher" (mounted on the front of the radiator) or "puller" (mounted on the engine side of the radiator). With fan blades that accommodate either air direction, the fan can be mounted on the electric motor in the most efficient way for your installation. Both push- and pull-style fans are equally efficient.
- In addition, electric fans can be installed in cars with either **positive-ground or negative-ground** wiring systems since they run off a DC motor.

• **Mounting Position:** Mechanical fans lose air volume because they're mounted away from the radiator they're trying to cool. Electric fans mount right on the radiator core forcing the air directly through the radiator, making them more efficient and effective.

• Keep in mind that an electric fan **cannot make up for a tired radiator**. It will squeeze a little more cooling out of a radiator than the mechanical fan since it's more efficient. Service your radiator for optimum cooling.

• **Installation:** Today's electric fans sense the temperature inside the radiator from outside. They're easy to install. You don't have to worry about drilling holes or cutting into hoses like older model electric fans years ago.



• When you install the electric fan, you are replacing the mechanical fan. The electric fan is designed to completely handle the cooling job in a **more efficient way than the original fan**. It is not designed to run together with a mechanical fan.

• The bottom line on the electric fan is that when you make your car run cooler, you **enhance dependability**. And peace of mind when you're on the road is priceless.

# BEAUTY AND PERFORMANCE

## TRA Members Illustrate Both Aspects of the Triumph Marque

The Triumphs gleamed and sparkled in the June sun at the car show during the 2009 Triumph Register of America National Meet in Charles Town, West Virginia. With the pretty paint jobs and beautiful detailing, you might think they were strictly the objects of obsessive pampering. You'd never know that just the day before, nearly every single one of them—60 of the 66 cars at the meet!—was turning hot laps at Summit Point Motorsports Park and hitting 85 mph in the straightaway.

Jack and Carol Schmelyun of Glen Burnie, Maryland, embodied the spirit of the event. Their pristine 1954 TR2 won Concours Best of Show at previous TRA and Vintage Triumph Register national events, yet they couldn't resist exercising it on the track. When the car's coil burned out—of course on the far side of the two-mile course—Jack started pushing it back to the start while Carol steered. Before you know it, another TRA member was right beside him helping him push. The next day, the Schmelyuns had their TR2 back in spotless condition and won the Bronze Certificate in the Concours Preservation Class with 99.03 points.

Jeff Krupp of Upper Arlington, Ohio, slid off the road on a wet corner and hit a pole on the first day of the event, making the front end of his 1962 TR3B into a V-shape. "It looked ugly but it drove fine," he says, so he joined the raceway lineup without hesitation. "That's what they were made for," he adds, "we had no problem keeping up."

Krupp's crunched car also took its place on the show field, undeterred and resilient. "It's just sheet metal and paint," says Krupp. Certainly the TR3B was the photographic favorite of the

event, if not an award winner.

Pat Davis of Grove City, Penn., won Best in Show in the Concours d'Elegance with 97.98 points for his 1954 TR2. "I was humbled to win," says Davis. He explains that the car was a "real barn find" since part of it was buried in 10 inches of manure in a barn, while another part was out back with a tree growing through it. He restored the car bit by bit, and has been competing in Concours events for four years, improving the car after each round of judging.

TRA was launched 35 years ago focused on TR2, 3 and 4 models, yet invites all Triumph owners. This year, a rare 1968 TR5 PI (Petrol Injected) with left-hand drive owned by Jonathan Bonds of West Chester, Penn., created a buzz. Recently restored, it won the Participants Choice Award in the Other Triumphs category.

This year's event, hosted by the TRA Mason-Dixon Center, also featured a funkhana, gimmick rallye, mountain drives, and tours of Harper's Ferry National Historic Park and Antietam National Battlefield. Bill Piggott, author of a dozen Triumph books, and Robert Johns, a TR2 racer who became a Triumph Factory Team driver, both regaled workshop audiences.

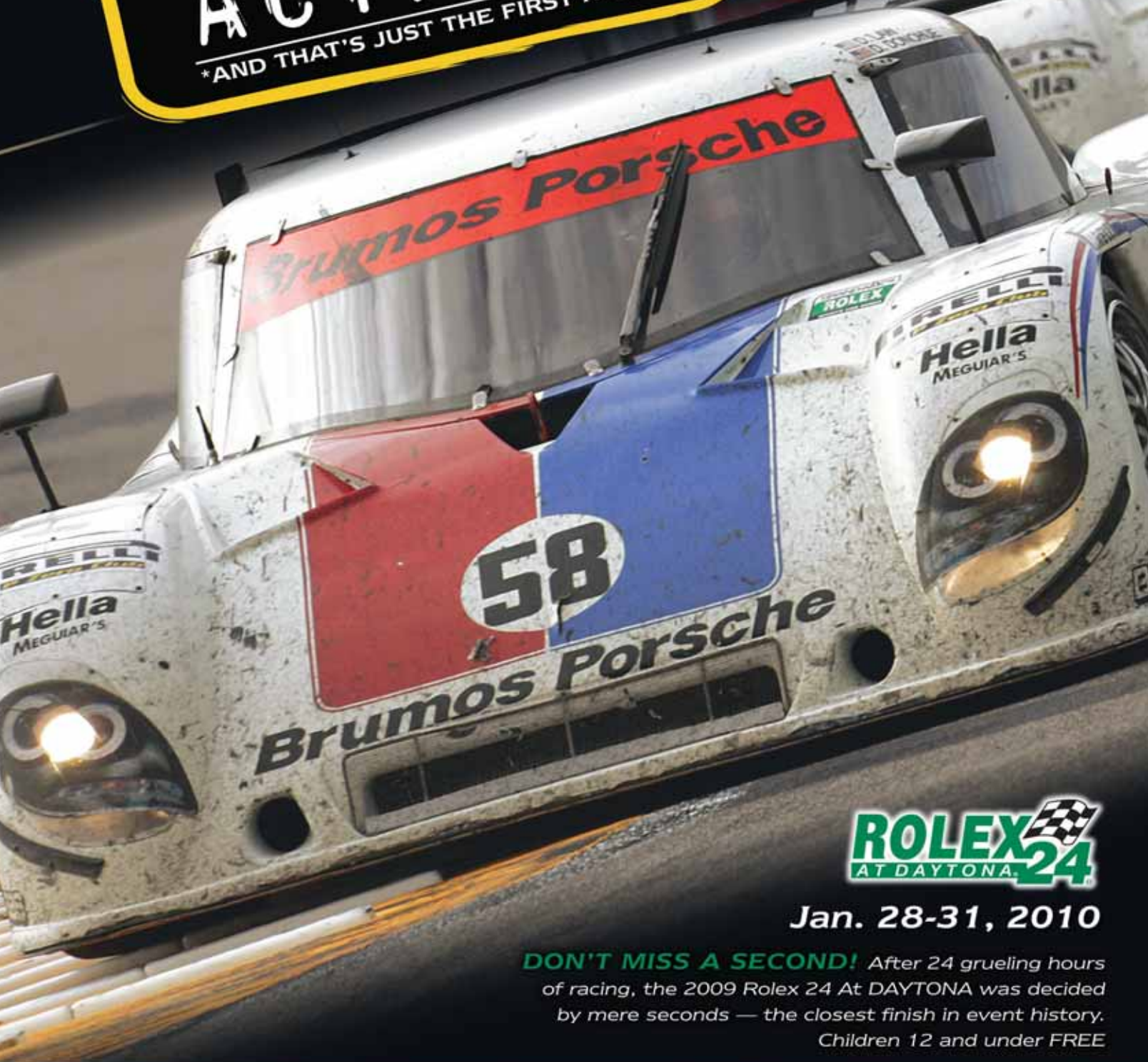
The 2010 TRA National Meet will be held in Ohio's Amish Country in Holmes County June 16-19. Hosted by Buckeye Triumphs, it will include covered bridge tours, Amish food, a stop at the famous Lehman's Hardware and special driving events. Check the website, [triumphregister.com](http://triumphregister.com), for more details, or contact John Huddy at [jhuddy@columbus.rr.com](mailto:jhuddy@columbus.rr.com). **BM**

**Participants at the TRA National Meet enjoyed the show, as well as the hot laps at Summit Point Motorsports Park and other driving events. Only Jeff Krupp's TR3B (lower right) looked unhappy after its front end was altered by a telephone pole.**



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## ONE COOL MG

When Richard Thornberry's wife told him to get a hobby in 2003, he couldn't imagine what the next chapter of his life would look like. However, his journey probably isn't a whole lot different from most British car owners/restorers.

After his wife vetoed a motorcycle (too dangerous) and rebuilding a classic Mustang (too expensive), Thornberry took the advice of his longtime best friend Rick Rogers who owns British Steel Restorations, and bought a 1971 MGB. The car had 88,000 miles on the odometer when the title switched hands.

He decided to name the car for the lady in the picture hanging above the car in the previous owner's garage — Princess Diana. The personalized license plate for "Diana" reads MGB2DI4.

The usual litany of "fix it 'cause it broke" projects and upgrades came next. A bum fuel pump that once left the car on the side of a road was rebuilt and the fuel tank was replaced. One of the 22-year-old tires shredded on the freeway, resulting in the new tires and rubber bushings on the rebuilt front end. Constant scraping over speed bumps led to an improved exhaust featuring a straight pipe and glass pack muffler.

With the major issues addressed, Thornberry looked at improving the car in other areas. He modernized the drive train with a five-speed transmission, and did a minor engine rebuild with a mid-range cam to increase the power and make freeway driving more enjoyable. An entire new interior and tonneau cover with R-Blox to block noise and heat improved the looks of the car.

The modification Thornberry loves most is the Moss Motors air conditioning system since he lives in California's San Joaquin Valley where days over 100 degrees are common. It took only one day to install it, although he admits it was a long day.

During all of this Thornberry's wife wasn't merely sitting at home or at a quilting guild—she loves to ride in the MGB too. Together they've clocked 12,000 miles on the odometer. As soon as he bought the car they joined their local Valley British Auto Club and now attend car club events, drives, meets and shows. Diana has won six first place awards, three second place awards, two merchant awards and numerous participation awards.

Currently Thornberry is working on a 1972 MGB GT named Frankie that was parked in 1995, and the restoration is almost complete. Thornberry says the GT is a similar car on paper but is different in many ways. He explains that the GT is better for colder weather, and keeps his (and his wife's) hair neater than the roadster. It's also better for appreciating music from the stereo. He's trying to decide whether to pull the air conditioning out of the roadster to install in the GT, or buy a second unit so both cars are comfortable hot-weather rides.

Thornberry notes that he owes a lot of gratitude to his wife for her patience and support; and to Rogers from British Steel for the hard work, the parts from Moss, and his guidance and friendship. For more pictures and information, check MG Experience online under user name MGB2DI4, [britsteel.com](http://britsteel.com) or [valleybritish.org](http://valleybritish.org). **BM**



**When Richard Thornberry decided to restore and enhance an MGB, his new hobby turned into a lifestyle. A five-speed transmission, rumbling exhaust system and air conditioning puts a smile on his face while driving.**

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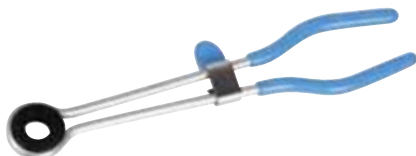
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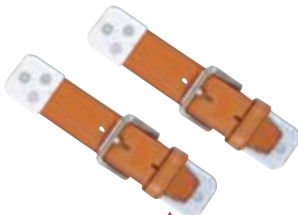
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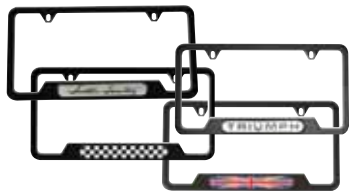
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Vinyl Triumph Book TR2-3B 620-000 \$24.95  
Walnut Triumph Book TR2-3B 620-010 \$24.95  
Vinyl Union Jack TR250-6 620-025 \$24.95  
Walnut Union Jack TR250-6 620-035 \$24.95  
Vinyl TR7 TR7 071-950 \$24.95  
Walnut TR7 TR7 071-949 \$24.95

# STUFF

LEVEL 2  
SPEND \$200-\$299.99

AND CHOOSE ANY ONE ITEM BELOW FREE



**Manuals on CD**

100-4, 100-6 1953-'59	211-620	\$28.95
3000 1959-'68	211-625	\$28.95
MG TA-TF	211-640	\$28.95
MGA (incl. Twin Cam)	211-645	\$28.95
MGB RD & GT 1962-'69	211-650	\$28.95
MGB RD & GT 1970-'74	211-655	\$28.95
MGB RD & GT 1975-'80	211-660	\$28.95
MGC/GT, GTV8, RV8 1967-'69	211-665	\$28.95
Midget 1500 1974-'79	211-675	\$28.95
Mini 1959-'69	117-805	\$29.95
Mini 1985-'00	117-803	\$29.95
Spitfire 1962-'80	211-697	\$28.95
Sprite/Midget 1958-'64	211-630	\$28.95
Sprite/Midget 1964-'74	211-670	\$28.95
TR2-3A	211-680	\$28.95
TR4-250	211-685	\$28.95
TR6	211-690	\$28.95
TR7/8	211-695	\$28.95



<b>1275 Engine Hi-Performance Manual</b> 1275 Engine Hi-Performance 211-610 \$39.95	<b>MG's Abingdon Factory</b> MG's Abingdon Factory 212-195 \$24.95	<b>Triumph Preparation Handbook</b> Triumph Preparation Handbook 213-745 \$39.95
<b>Austin-Healey: Haynes Great Cars</b> Austin-Healey: Great Cars 211-590 \$39.95	<b>MGA Restoration Guide</b> MGA Restoration Guide 212-965 \$29.95	<b>Triumph Sport and Elegance</b> Triumph Sport and Elegance 212-185 \$29.95
<b>Haynes Carburetor Manual</b> Carburetor Manual 211-430 \$23.95	<b>MGA: The Complete Story</b> MGA: The Complete Story 212-236 \$27.95	<b>Triumph TR</b> Triumph TR 213-740 \$29.95
<b>Haynes Performance Manual for Mini</b> Haynes Performance Manual 210-115 \$34.95	<b>MGB Guide To Purchase &amp; D.I.Y. Restoration</b> MGB Purchase & Restoration 211-365 \$39.95	<b>Tuning A Series Engines</b> Tuning A Series Engines 212-160 \$39.95
<b>Haynes Restoration Manual for Mini</b> Haynes Restoration Manual 210-110 \$39.95	<b>MGB, MGC &amp; MGB GT V8 by David Knowles</b> MGB, MGC & MGB GT V8 211-455 \$29.95	<b>Racing, Winning and other Myths in Triumph Cars</b> Triumph Book 213-770 \$39.95
<b>Historical &amp; Technical Guide for Triumph Cars</b> Historical & Technical Guide 213-750 \$39.95	<b>MGB, The Complete Story</b> MGB, The Complete Story 212-230 \$29.95	<b>Owner's Manual Reprints</b> 100-4 212-650 \$29.95 100-6 212-660 \$29.95 3000 MkI, MkII 212-670 \$29.95 3000 MkIII 212-680 \$29.95
<b>How To Power Tune MGB 4 Cyl.</b> How To Power Tune MGB 4cyl. 213-175 \$34.95	<b>SU Power Tuning Book</b> SU Tuning 211-466 \$29.95	
<b>How to Restore Classic Bodywork</b> How To Restore Bodywork 212-416 \$39.95	<b>SU Tuning Tips by G.R. Wade</b> SU Tips 211-345 \$27.95	
<b>MG Britain's Favourite Sports Car</b> MG Britain's Favourite 212-190 \$34.95	<b>The History Of Triumph Cars In America</b> History Of Triumph Cars In U.S. 213-205 \$24.95	<b>DVD: Guide to MGB Maintenance</b> Guide to MGB Maintenance 211-071 \$24.95

**LEVEL 2**  
**SPEND \$200-\$299.99**

**FREE**

**AND CHOOSE ANY ONE ITEM BELOW FREE**



**◀ Cobalt Ignition Wire Sets**

Late BJ7, BJ8	171-665	\$37.95
MGA	171-659	\$34.95
MGB	171-659	\$34.95
MGC	171-665	\$37.95
Midget 1500	171-663	\$32.95
Mini 948-1275	171-662	\$32.95
Spitfire	171-663	\$32.95
Spridget 948-1275	171-662	\$32.95
TR2-4A	571-005	\$34.95
TR250/6	571-012	\$37.95
TR7	571-015	\$34.95



**◀ Cockpit Covers**

MGB	237-900	\$49.95
TR4-6	237-800	\$49.95



**◀ Footwell Light Kit**

Footwell Light Kit	903-651	\$34.95
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**▲ Hook Mount Seatbelts**

2-Point, Short	222-239	\$34.60
2-Point, Long	222-236	\$34.60

**▲ Brake Pipe Bending Tool**

Small Pipe Bender	385-885	\$37.55
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**◀ Castrol Oil Collectable**

2 Pint	216-565	\$27.50
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**▲ Door Glass Seal Clip Tool**

Door Glass Seal Clip	384-950	\$26.95
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**▲ Cloisonné Union Jack**

Union Jack Badge	229-308	\$29.95
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**◀ Decal & ID Plate Kits**

BN4 - BN7 1956-'62	410-105	\$34.90
BN7 - BJ8	410-100	\$34.90
MGA Coupe	410-120	\$35.60
MGA Roadster	410-115	\$35.60
MGB GT 1965-'67	410-135	\$28.45
MGB GT 1968-'69	410-145	\$25.95
MGB Roadster 1962-'64	410-125	\$28.45
MGB Roadster 1965-'67	410-130	\$28.45
MGB Roadster 1968-'69	410-140	\$28.45
MGB Roadster 1975-'80	410-225	\$37.95
MGC GT	410-220	\$36.95
MGC Roadster	410-215	\$36.95
Midget 1961-'66	410-190	\$25.95
Midget 1967-'69	410-195	\$25.95
Sprite Mk1	410-110	\$34.90

# STUFF

LEVEL 3  
SPEND \$300-\$449.99

AND CHOOSE ANY ONE ITEM BELOW FREE



**Hook Mount Seatbelts** ▲  
3-Point, Short 222-209 \$52.50  
3-Point, Long 222-206 \$52.50



**Vintage Style Seatbelts** ▲  
3-Pt. Belt, Long 222-205 \$43.95  
3-Pt. Belt, Short 222-204 \$43.95



**First Inertia Electric Fuel Pump Switch** ▲  
Inertia Switch 900-240 \$49.95



**Long Handle Knockoff Wrenches** ▲  
Eared Knockoffs 386-125 \$49.95  
Octagon Knockoffs 386-120 \$49.95



**Sychrometer** ▲  
Sychrometer 375-321 \$59.95



**Rockershaft Aux Oil Feed Kits** ▲  
Spitfire MKIV - 1500 821-360 \$57.95  
Sprite/Midget 821-360 \$57.95  
TR250/6 821-360 \$57.95



**Pertronix Ignition Coils** ▲  
Ballasted Systems 143-270 \$44.95  
Non-Ballasted Systems 143-265 \$44.95



**Triguard Car Cover** ▲  
Small 236-441 \$49.95  
Medium 236-446 \$49.95



**Cockpit Covers** ▲  
MGA 237-810 \$52.95  
Sprite/Midget 1964-'80 237-815 \$52.95  
TR2-3B 237-805 \$52.95



**Side Mirrors** ▲  
L/H Convex 165-180 \$46.95  
R/H Convex 165-185 \$46.95



**Leather Steering Wheel Cover** ▲  
Leather Cover 222-315 \$47.70



**License Plate Frames, Stainless** ▲  
Austin-Healey 222-766 \$41.25  
MG Safety Fast 222-776 \$41.25  
MGA 222-786 \$41.25  
MGB 222-796 \$41.25  
Midget 222-875 \$41.25  
Morris Garage 222-830 \$41.25  
Sprite 222-880 \$41.25  
Triumph 222-811 \$41.25  
Union Jack 222-725 \$41.25  
US Flag 222-723 \$41.25



**Mityvac** ▲  
Mityvac 386-215 \$49.95



**Eezibleed Kit** ▲  
Eezibleed Kit 386-860 \$57.95



**Factory Dealer Sign** ▲  
Austin/MG Service 214-210 \$42.95



**Badge Bar Badge** ▲  
Cloisonné RAC 408-517 \$49.95

# LEVEL 3 SPEND \$300-\$449.99

# FREE

## AND CHOOSE ANY ONE ITEM BELOW FREE

					<p><b>AH100 in Detail by Bill Piggott</b> AH100 in Detail 213-242 \$49.95</p> <p><b>Gold Portfolio, TR6</b> Gold Portfolio, TR6 213-280 \$49.95</p> <p><b>Guide to MGB/MGBGT Problems</b> Guide to MGB/MGBGT Problems 212-995 \$59.95</p> <p><b>How To Improve TR5/250/6</b> How To Improve TR5/250/6 213-735 \$54.95</p> <p><b>How To Improve TR7/8</b> How To Improve TR7/8 213-666 \$59.95</p> <p><b>How To Restore TR7/8</b> How To Restore TR7/8 213-664 \$44.95</p> <p><b>MG T In Detail by Paddy Willmer</b> MG T In Detail by Paddy Willmer 211-336 \$49.95</p> <p><b>MGB Electrical Systems</b> MGB Electrical Systems 211-615 \$54.95</p> <p><b>MGB V8 Power</b> MGB V8 Power 213-615 \$59.95</p> <p><b>Restoring Sprites/Midgets</b> Restoring Sprites/Midgets 213-305 \$53.95</p> <p><b>TR5/250 &amp; 6 Restoration</b> TR5/250 &amp; 6 Restoration 212-815 \$59.95</p>
					
					
	<p><b>DVD: Paint Prep Basics</b> Paint Prep Basics 211-105 \$49.95</p>				

# LEVEL 4 SPEND \$450-\$599.99

## AND CHOOSE ANY ONE ITEM BELOW FREE

		
<p><b>Official Tournament Dart Set</b> ▲ Excaliber 229-695 \$54.95</p> <p><b>Dart Board</b> ▲ MG 229-780 \$69.95</p>	<p><b>Pendleton Motor Robe</b> ▲ Red Lap Robe 231-400 \$96.95</p>	<p><b>Billet Pedal Cover Kit</b> ▲ TR2-6 190-798 \$64.95</p>
		
<p><b>Grille Badges</b> ▲ Brooklands Aero Club 408-373 \$59.95 Brooklands Flying School 408-371 \$59.95 Festival of Britain Badge 408-377 \$59.95</p> <p><b>Badge Bar Badges</b> ▶ RAC Badge 408-695 \$95.20 St. Christopher 408-435 \$98.50</p>	<p><b>Black Leather Driving Gloves</b> ▲ Small 228-700 \$62.95 Medium 228-710 \$62.95 Large 228-720 \$62.95 X-Large 228-750 \$62.95</p>	<p><b>Tyvek Car Covers</b> ▲ Small 236-440 \$72.95 Medium 236-445 \$72.95</p>
		
<p><b>Video: MGB Engine Rebuild Video</b> ▲ MGB Engine Rebuild Video 211-140 \$73.95</p> <p><b>Factory Workshop Manual Reprint</b> ▲ TR7 071-944 \$89.95</p> <p><b>Films of the Fabulous '50s 4 DVD Set</b> ▲ Films of the Fabulous '50s 211-050 \$74.95</p>		

# STUFF

LEVEL 4  
SPEND \$450-\$599.99

AND CHOOSE ANY ONE ITEM BELOW FREE



### Whitworth Socket & Wrench Sets

Socket Set - 1/2" Drive	382-308	\$82.95
Socket Set - 1/4" Drive	381-508	\$99.95
Socket Set - 3/8" Drive	381-608	\$95.20
Wrench Set - Open End (set of 4)	383-608	\$90.95

### Ignition Wrench Set

Wrench Set	385-000	\$69.95
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### Lift-the-Dot Hand Punch

Lift-the-Dot Hand Punch	226-105	\$74.95
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### Brake Pipe Bending Tool

Large Pipe Bender	385-895	\$88.05
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### Weather Strip Beading Tool

Weather Strip Beading Tool	386-751	\$66.95
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### On-Board Battery Charger

Battery Charger	386-245	\$57.95
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### Battery Cut-Off Switch

Battery Cut-Off Switch	145-770	\$89.95
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### Vacuum Pump and Bleed Kit

Vacuum Pump and Bleed Kit	056-671	\$63.95
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### Oberg Tilt Lift

Oberg Tilt Lift	386-730	\$79.95
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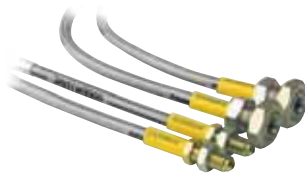


### Bullet Mirror

Mirror, Bullet, 4.25"	222-390	\$87.95
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### Raydyot Racing Mirror

Raydyot Mirror	222-355	\$64.95
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### Competition Brake Hose Kit

Classic Mini w/Disc Brakes	117-043	\$78.45
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### Billet Fuel Filter Kit

Billet Filter	377-305	\$72.95
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### Facet Solid State Electric Fuel Pump

Solid State Pump	377-420	\$84.95
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### Racing Battery Switch

Battery Switch	145-785	\$75.45
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### Smiths Voltmeter

Voltmeter	360-975	\$81.25
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### Embroidered Carpet Mat Sets

MG TC	240-465	\$89.95
MG TD-TF	240-450	\$89.95
MGA	240-410	\$89.95
MGB 1963-'67	240-420	\$89.95
MGB 1968-'80	240-430	\$89.95
Triumph TR4-6	240-440	\$89.95
Midget 1961-'74	240-480	\$89.95
Sprite	240-470	\$89.95



### Vintage Competition Belt

Competition Belt	222-211	\$84.95
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### 3rd Brake Light Kit

Chrome Brake Light Kit	116-115	\$64.95
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### Lucas-Style Windtone Horn Set

Lucas-Style Windtone	165-708	\$94.95
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### Infrared Thermometer

Infrared Thermometer	386-265	\$74.95
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# LEVEL 5 SPEND \$600-\$899.99

# FREE

## AND CHOOSE ANY ONE ITEM BELOW FREE



### Mosom Plus Car Covers ▲

Austin-Healey 2 Seaters	237-410	\$99.95
Austin-Healey 4 Seaters	237-450	\$99.95
MGA	237-410	\$99.95
TR2-3B	237-410	\$99.95
MG TC-TD-TF	237-400	\$99.95
MGB GT	237-440	\$99.95
MGB RD 1962-'74	237-420	\$99.95
MGB RD 1975-'80	237-430	\$99.95
Midget 1500	237-470	\$99.95
Midget, Not 1500	237-460	\$99.95
Spitfire 1971-'74	237-510	\$99.95
Sprite	237-460	\$99.95
TR250-6 thru 1974	237-420	\$99.95
TR4-4A	237-420	\$99.95
TR6 1974-'76	237-480	\$99.95
TR7/8 Coupe	237-505	\$99.95
TR7/8 Roadster	237-520	\$99.95



### Oil Cooler Radiator ▲

10 Row 11" x 3" 235-915 \$109.95

### Fuel Filter/Regulator ▲

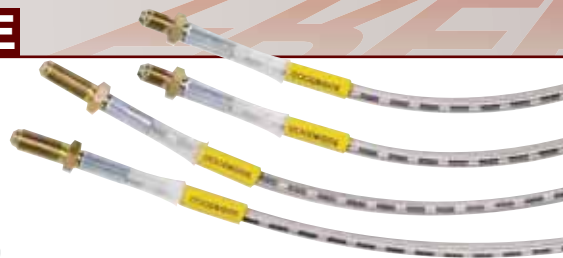
Fuel Filter/Regulator 377-435 \$105.95



### Pertronix Ignitor Electronic Ignitions\* ▲

4 Cylinder - Neg. Ground	222-405	\$108.95
4 Cylinder - Neg. Ground	222-425	\$119.95
4 Cylinder - Neg. Ground	222-435	\$108.95
4 Cylinder - Neg. Ground	222-566	\$115.95
4 Cylinder - Neg. Ground	222-475	\$119.95
4 Cylinder - Pos. Ground	222-555	\$120.95
6 Cylinder - Neg. Ground	222-395	\$108.95
6 Cylinder - Neg. Ground	222-415	\$108.95
6 Cylinder - Neg. Ground	222-571	\$119.95
6 Cylinder - Pos. Ground	222-560	\$120.95

\*Refer to catalog or mossmotors.com for specific applications



### Competition Brake Hose Kits ▲

BN1, BN2 & BN4	582-058	\$104.95
BN6	582-068	\$99.95
BN7	582-078	\$104.95
BT7, BJ7 & BJ8	582-088	\$104.95
MGA 1500	182-218	\$104.95
MGA 1600 & MkII	182-208	\$110.95
MGB	182-228	\$99.95
Sprite/Midget (Front Disc Brakes)	182-248	\$99.95
Sprite/Midget (Front Drum Brakes)	182-198	\$99.95
TR3 from TS13046, TR3A, TR3B		
(TSF series), TR4 to TS4387	582-018	\$99.95
TR3B (TCF series), TR4 from TS4388	582-028	\$99.95



### Austin-Healey Oil Seal Conversion Kit ▲

6 Cylinder 833-415 \$114.95

### Stem Mount Lamps ▲

Driving Lamp	162-700	\$97.95
Fog Lamp	162-800	\$97.95



### 7" Halogen Headlamp Set ▲

Wipac Headlamp Set 162-725 \$106.65

### Electric Retractable Antenna ▲

Electric Antenna 386-960 \$102.95



### Gunson's Colortune ▲

Gunson's Colortune 386-210 \$89.95



### Clikadjust ▲

Clikadjust 386-205 \$99.95

### Logo Bar Stools ▲

Austin-Healey	231-810	\$89.95
MGB	231-800	\$89.95
Triumph	231-805	\$89.95



### Whitworth Wrench Set ▲

Box End - Set of 4 384-418 \$114.95



### RAF Goggles ▲

RAF Goggles 219-945 \$129.95





# STUFF

# SPEND \$900-\$1,249.99

LEVEL 6

AND CHOOSE ANY ONE ITEM BELOW FREE



### Fender Cover Sets ▲

MG TC	236-210	\$159.95
MG TD	236-220	\$159.95
MG TF	236-230	\$159.95



### Classic Flying Helmets ▲

Helmet, Medium	219-980	\$189.95
Helmet, Large	219-990	\$189.95
Helmet, X-Large	219-995	\$189.95



### TCs Forever ▲

TCs Forever	211-325	\$169.95
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### SU Carburetor Throttle Bush Reamer ▲

Reamer	386-385	\$178.95
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### Whitworth Wrench & Socket Sets ▲

Socket Set - 1/2" Drive (9 Piece)	382-318	\$174.95
Wrench Set - (7 Piece)	383-108	\$169.95



### Competition Brake Hose Kits ▲

Spitfire	582-098	\$154.95
Triumph TR250/6	582-048	\$119.95
Triumph TR4A IRS	582-048	\$119.95

## TRIUMPH



### Ultra Plush Embroidered Floor Mats ▲

MG TD-TF	240-750	\$139.95
MGA	240-710	\$139.95
MGB 1963-'67	240-720	\$139.95
MGB 1968-'80	240-730	\$139.95
TR4-6	240-740	\$139.95



### Hayden Electric Fans ▲

10" Kit	231-678	\$129.95
12" Kit	231-688	\$139.95
14" Kit	231-658	\$159.95



### Oil Cooler Radiator ▲

13 Row 11" x 4"	235-925	\$139.95
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### Pertronix Ignitor Electronic Ignitions\* ▲

4 Cylinder - Neg. Ground	222-485	\$131.95
4 Cylinder - Neg. Ground	222-573	\$132.95
4 Cylinder - Neg. Ground	222-562	\$132.95
4 Cylinder - Neg. Ground	222-605	\$122.95
4 Cylinder - Pos. Ground	222-572	\$144.95
4 Cylinder - Pos. Ground	222-561	\$144.95
4 Cylinder - Pos. Ground	222-567	\$128.95
4 Cylinder - Pos. Ground	222-615	\$135.95
6 Cylinder - Pos. Ground	222-570	\$132.95

\*Refer to catalog or mossmotors.com for specific applications



### P700 Tripod Headlamp Set ▲

P700 Tripod Lamp Set	156-878	\$139.95
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### PL700 Tripod Headlamp Set ▲

PL700 Tripod Lamp Set	156-898	\$169.95
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### Back Mount Lamps ▲

Driving Lamp	162-760	\$141.95
Fog Lamp	162-770	\$141.95



### Aston Gas Cap ▲

Polished	407-125	\$156.95
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### Brooklands Racing Screen ▲

Brooklands Racing Screen	224-100	\$139.95
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### Silverguard Plus Car Covers ▲

Austin-Healey 2 Seater	237-409	\$143.95
Austin-Healey 4 Seater	237-451	\$143.95
MG T-series	237-401	\$143.95
MGA	237-409	\$143.95
MGB 1962-'74	237-421	\$143.95
MGB 1975-'80	237-431	\$143.95
MGB GT	237-441	\$143.95
Midget 1500	237-471	\$143.95
Spitfire thru 1974	237-511	\$143.95
Sprite/Midget 948, 1098, 1275	237-461	\$143.95
TR2-3B	237-409	\$143.95
TR4-4A	237-421	\$143.95
TR250, TR6 thru 1973	237-421	\$143.95
TR6 1974-'76	237-481	\$143.95
TR7/TR8 Coupe	237-506	\$143.95
TR7/TR8 Roadster	237-521	\$143.95



LEVEL 7

SPEND \$1,250-\$1,699.99

FREE

AND CHOOSE ANY ONE ITEM BELOW FREE



**MGB Clear Acrylic Wind Blocker** ▲

MGB Clear Acrylic Wind Blocker 458-290 \$218.95



**Tourist Trophy Wheels<sup>1</sup>** ▲

<b>Black Leather</b>		
14" 3-spoke Black/Drilled	489-040	\$219.95
14" 3-spoke Matte/Drilled	489-030	\$219.95
15" 3-spoke Black/Drilled	489-010	\$219.95
15" 3-spoke Black/Slotted	489-050	\$219.95
15" 3-spoke Matte/Drilled	489-020	\$219.95
<b>Wood Rim</b>		
14" 3-spoke Matte/Drilled	489-070	\$249.95
15" 3-spoke Matte/Drilled	489-060	\$249.95
15" 3-spoke Matte/Drilled	489-090	\$249.95
15" 3-spoke Matte/Slotted	489-080	\$249.95

<sup>1</sup>Must order hub to install. See our website.



**Radio - Vintage Style Mounting** ▲

Classic Radio (chrome) 230-325 \$199.95

**Flame Thrower Electronic Distributors\*** ▲

4 Cylinder - Neg. Ground	143-116	\$239.95
4 Cylinder - Pos. Ground	143-125	\$249.95

\*Refer to catalog or mossmotors.com for specific applications



**Whitworth Wrench & Socket Set** ▲

Wrench Set - 6 Pieces 383-618 \$206.95



**Sprite/Midget Crank Seal Conversions** ▲

948, 1098 (10CG engines)	297-665	\$261.60
1098 (10CC engines)	297-660	\$261.60
1275	297-655	\$261.60



**Oil Cooler Radiators** ▲

16 Row 11" x 5"	235-995	\$159.95
19 Row 11" x 5"	235-845	\$174.95



**Al Moss Crank Seal Conversion** ▲

MGT 433-418 \$224.95

# STUFF SPEND \$1,700-\$2,399.99

LEVEL 8

AND CHOOSE ANY ONE ITEM BELOW FREE



### Stormproof Car Covers ▲

Classic Mini	117-076	\$226.95
MG Midget 1500	237-475	\$226.95
MGB GT	237-445	\$226.95
MGB RD 1962-'74	237-425	\$226.95
MGB RD 1975-'80	237-435	\$226.95
Sprite	237-465	\$226.95
TR2-3B	237-415	\$226.95
TR4-4A	237-425	\$226.95
TR250-6 thru 1974	237-425	\$226.95
TR6 1974-'76	237-485	\$226.95
Austin-Healey 4 Seater	237-455	\$226.95
Austin-Healey 2 Seater	237-415	\$226.95
MGA	237-415	\$226.95



### Wind Blockers ▶

Austin-Healey	458-297	\$249.95
Bugeye Sprite	458-296	\$249.95
MGA	458-294	\$249.95
Sprite/Midget 1961-'66	458-293	\$249.95
Midget 1967-'80	458-291	\$249.95
TR6	458-292	\$249.95
TR7/8	458-299	\$249.95



### Radio - Vintage Style Mounting ▲

Model One Radio (black)	230-320	\$249.95
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**LEVEL 9**

**SPEND \$2,400-\$4,499.99**

**AND CHOOSE ANY ONE ITEM BELOW FREE**



**MGB Deluxe Mesh Windblocker** ▲

MGB Deluxe Mesh Windblocker 458-298 \$358.95



**Exhaust Gas Analyzer** ▲

Exhaust Analyzer 386-220 \$329.95



**Moto-Lita Steering Wheels<sup>1</sup>** ▲

**Black Leather**

13" 3-spoke Polished/Drilled	905-145	\$320.80
14" 3-spoke Polished/Drilled	499-520	\$339.95
15" 3-spoke Polished/Drilled	499-500	\$339.95

**Wood Rim**

14" 3-spoke Polished/Drilled	499-560	\$339.95
15" 3-spoke Polished/Drilled	499-540	\$339.95
15" 3-spoke Polished/Slotted	499-580	\$339.95
15" 4-spoke Polished/Drilled	454-245	\$424.95

<sup>1</sup>Must order hub to install. See our website.



**Mallory Dual Point Distributors\*** ▲

4-Cylinder	143-180	\$329.95
6-Cylinder	543-040	\$329.95

**Race Distributor\*** ▲

4-Cyl. Race Dist.	143-165	\$329.95
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\*Refer to catalog or mossmotors.com for specific applications



**Whitworth Wrench Set** ▲

Wrench Set - Combination 383-208 \$409.95

**LEVEL 10**

**SPEND \$4,500 OR MORE**

**AND CHOOSE ANY ONE ITEM BELOW FREE**



**Weber Downdraft Carburetor Kits** ▲

MGB 1962-'74, Manual Choke	222-260	\$589.95
MGB 1975-'80, Electric Choke	222-265	\$589.95
Midget 1500, Electric Choke	222-256	\$589.95
Midget 1500, Manual Choke	222-257	\$589.95
Midget 1500, Water Choke	222-255	\$589.95
Spitfire 1500, Electric Choke	222-256	\$589.95
Spitfire 1500, Manual Choke	222-257	\$589.95
Spitfire 1500, Water Choke	222-255	\$589.95
Sprite/Midget 1275	222-275	\$589.95



**Mallory Unilite Electronic Distributors\*** ▲

4-Cylinder (Neg. ground only)	143-155	\$599.95
6-Cylinder (Neg. ground only)	543-045	\$585.95

\*Refer to catalog or mossmotors.com for specific applications.



**Weber Sidedraft Carburetor Conversions** ▲

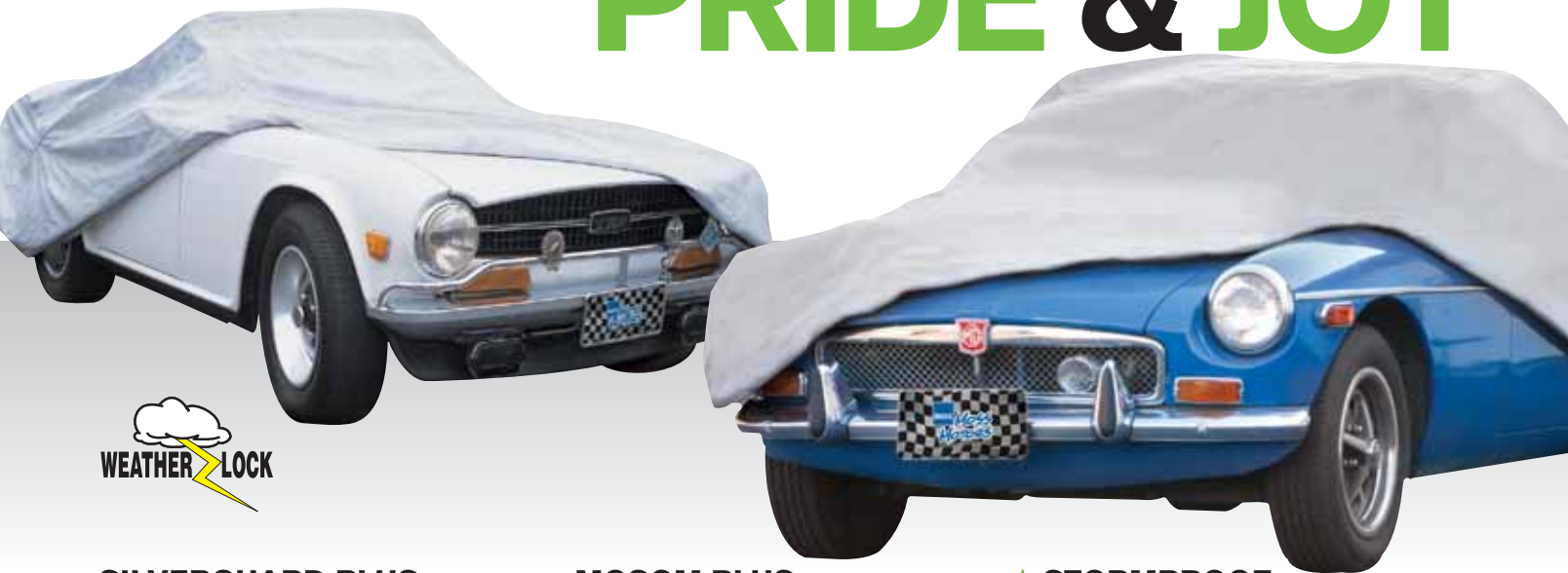
MGB	222-460	\$899.95
Sprite/Midget - 1275	222-450	\$899.95
Sprite/Midget - 948/1098	222-440	\$899.95



**TR250-6 Performance Cams** ▲

Mild	838-042	\$535.00
Fast Road	838-044	\$535.00

# PROTECT YOUR PRIDE & JOY



## SILVERGUARD PLUS CAR COVER 2YR WARRANTY

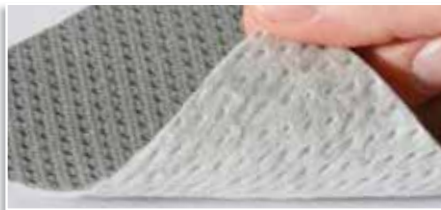


Silverguard Plus is a 300 Denier polyester material with a reflective, water resistant coating on the outer layer and a soft, non-abrasive layer on the inside. It is a great choice for areas that get harsh sunlight. It is not suggested for extreme rain, snow or ice. 300 Denier is a strong, heavy weave, which will not rip or tear easily. The silver coating on Silverguard Plus does an excellent job of reflecting sunlight, therefore protecting your top, rubber seals and interior from premature wear. The special soft inner layer pampers the most delicate paint finish.

Available for the following applications:

- Austin-Healey
- Austin-Healey Sprite
- MGT
- MGA
- MGB
- MG Midget
- TR2-4A
- TR250/6
- Spitfire
- TR7/8
- Classic Mini
- Jaguar E-Type
- Jaguar XJ6/12
- Jaguar XJS
- Jaguar XK 120-150

## MOSOM PLUS CAR COVER 2YR WARRANTY



Mosom Plus is a four layer material. The outer two layers are Spunbond Polypropylene, the middle layer is a special micro-porous film and the inside layer is super soft fabric. The middle layer is an excellent rain barrier, while allowing for vapors to pass through. The special cotton flock inner layer pampers the most delicate paint finish. It is a great choice for all-around car cover use, suggested for most conditions except extreme sun, snow or ice. Mosom Plus is a non-woven material, so in the unlikely event a rip occurs in the material, it will not run.

Available for the following applications:

- Austin-Healey
- Austin-Healey Sprite
- MGT
- MGA
- MGB
- MG Midget
- TR2-4A
- TR250/6
- TR7/8
- Classic Mini
- Jaguar XJ6/12
- Jaguar XJS

## STORMPROOF CAR COVER 5YR WARRANTY



The culmination of over a decade of material engineering, it has only recently been possible to manufacture the microscopic yarns which go into this advanced micro-fiber cover material. Only one textile mill in the world was able to meet the specification - the results are truly a triumph for car cover users! Stormproof is uncoated and untreated, this means that even after months or years of use, it will retain the same properties as the day you purchased it! Stormproof has tested to be the most water resistant and (because there are no coatings) the most breathable car cover material you can buy. You can't go wrong with Stormproof.

Available for the following applications:

- Austin-Healey
- Austin-Healey Sprite
- MGA
- MGB
- MG Midget
- TR2-4A
- TR250/6

TO ORDER OR GET MORE INFO

go to [www.MossMotors.com/CarCovers](http://www.MossMotors.com/CarCovers) or call 800-667-7872



## COMING EVENTS

**Sept 24-26:** 6-Pack Trials Festival, Long Beach Island, NJ, contact jimholewka@hotmail.com, www.6-pack.org/Trials09/Trials09.html

**Sept 26:** 2nd Annual Woodstock British Car Meet, Woodstock Playhouse, Woodstock, NY, Woodstock.British@gmail.com

**Sept 26:** 30th Annual NAMGBR Mid-Atlantic Regional, Rocks State Park, MD, www.mgsofbaltimore.com, 410-817-6862

**Oct 2-4:** 28th Annual Shenandoah Valley British Car Club Show, Waynesboro VA, Mark Harris 434 295-8469, www.SVBCC.net

**Oct 2-4:** 9th Annual British Legends Weekend, Bridge Park, Buzzards Bay, MA, www.CapeCodBritishCarClub.org

**Oct 10:** 8th Annual Brits by the Bay, Downs Park, Pasadena, MD, James Meechie 301-520-3418, BritsByTheBay@gmail.com, www.TRACLTD.org

**Oct 10-11:** British Car Roundup, Old Town Clovis, CA, 559-352-7968, valleybritish.org

**Oct 11:** 11th Annual Hunt Country Classic, Willoughby Farm, Middleburg, Virginia, mgcarclub.com

**Oct 31:** 11th Annual "Brits at the Battleship", North Carolina Park, Wilmington, NC, John Moore 910-686-7899, jmoore24@ec.rr.com

**Nov 7:** South Texas All British Car Day, Boerne, Texas, Mike McPhail 512-695-8637, mmcphail@austin.rr.com

**April 16-18, 2010:** Paradise All British Car Club "North Meets South," Pismo Beach, CA, Larry Long 805-937-3784 paradisecarclubhome.com

## Moss Motors Club Support Program: 2010

We here at Moss want you to enjoy every moment of your British motoring experience and are excited to support your events to the best of our ability and resources. Help us to help you, by following these guidelines:

1. We need at least two months notice in writing of the event our support is being requested for.
2. The date, location and title of the event.
3. How many people/cars you are expecting to attend.
4. Your contact information: phone number or email address or both.
5. Your street address where we can ship products.
6. Only one request per club/event per year will be considered.

Please mail requests to our Club Support Coordinator, 440 Rutherford St., Goleta, CA 93117, or send email to editor@mossmotors.com. If you follow the above we will be delighted to support your event, and we wish you a successful 2010 club event. Thank you! - *The Moss Crew*



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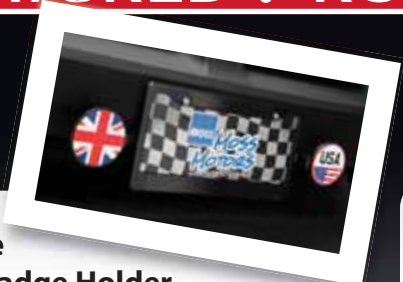
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Over 10k Members

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Check out Tech Tips online or Tech Services Dept for personal service



## FEATURED PRODUCTS



**License Plate Badge Holder**  
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[www.mossmotors.com/BadgeHolder](http://www.mossmotors.com/BadgeHolder)



**Flame Thrower Distributor**  
Moss has applications for 4 and 6 cylinder cars. Gain optimal performance and drivability, with no points to burn or moving parts to wear out.  
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