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TRUST THE RESULTS

BY ROBERT GOLDMAN

MOSS TV

Sir Stanley Hooker, a brilliant engineer at Rolls Royce from WWII through development of the Olympus engines used on the Concorde, wrote an autobiography titled *Not Much of an Engineer*. He was lying. Stanley Hooker was a brilliant engineer. Well I'm not much of a mechanic, and that's the truth.

As proof of the premise, we shall investigate why a certain metallic gray Midget, with silver flames on the hood - disparagingly referred to among friends as *The Cockroach* - spent its entire summer laid up in the garage. It was a sunny Saturday morning in March, and we were heading to the market when, without prior warning, it all went pear shaped. That's not true either. Something odd was in the offing. I just chose to ignore a year's worth of warning.

The story really begins on the way to our Buttonwillow race weekend in May of '08. While terrorizing traffic along the California 166, the *Cockroach* was going off song under boost. Probably a bad fuel filter, so upon my return, a new part was installed and all was well (or at least further ignored) until the fateful moment.

A day or two prior to finally giving up, the rough running returned. My street runs down hill to a "T" intersection. The cross street is busy on weekends, and with limited lines of sight, pulling out into fast moving traffic with a cold engine requires a delicate application of throttle and nerves of steel. Being fatalistic by nature helps as well.

Fortunately, the car quit at the stop sign, before launching me into the path of fast moving, tourist driven SUVs. It quit cold too. No winding down, just out like a light. This suggested electrical to me, and a little wire jiggling under the hood brought fire back to the 'Roach's evil heart, however, not for long. I at least had the presence of mind to head back toward the house, rather than into the maw of traffic. The car quit again and for good about 50' below the crest of the hill. Had it run another 51', I could have coasted home.

So, after rousting one of the guys to come give me a 50.1' tow, your resident "genius" set about diagnosing the car. The fuel pump ticked as one would expect. I could smell gas, so the obvious conclusion

was electric. Always start with the easy stuff I say. Cap, rotor, coil, ignition wires, Pertronix, fuses, ignition switch... let me know if I've left anything shy of the whole bloody wiring harness untouched.

Months later, having spent a good five minutes per weekend trying my latest pet theory without success, the car still occupied its place of dishonor in the garage. At least the spiders were happy with their new artificial spider habitat.

Fearing the car may never run again, I finally sat down for a learning session with MossTV. We have an ever-growing collection of technical videos on the MossTV channel on YouTube. After watching some videos, I went out to the garage, took my electrical multi-tester from its dusty spot on the shelf and dug in. According to the instructional videos, the problem had to be a bad coil wire, cap, or rotor. Everything else checked out.

Having previously replaced all three items, this couldn't possibly be my problem, only it was. The new replacement rotor was bad. It's an odd occurrence to be sure, but if I had followed good diagnostic procedures in the first place odds are the car would have been running within a couple days. I may still be a lousy mechanic, but at least I've learned to test, and trust what the results tell me. **BM**





The Sportscar Vintage Racing Association was founded over 20 years ago with the vision of keeping vintage race cars on race tracks where they belong, and can delight fans just as they did in their heyday.

And the vision has become a huge success. Today fans can watch many of the most significant race cars spanning five decades compete head-to-head on some of North America's greatest race tracks, including Sebring, Elkhart Lake, Mid-Ohio, Road Atlanta and Watkins Glen.

The response has been huge, from both a spectator and participant perspective. The sites, the sounds, the smells...all proof that at SVRA Some people collect art...

we race it!

2010

Another Vintage Year!

2010 SVRA CALENDAR (Tentative)

- March 17 - 20 58th Mobil 1 - 12 Hours of Sebring** - OPTIMA Batteries Sprint Series Races, MotorCheck Enduro Series Races
Sebring International Raceway Sebring, FL
- April 8-11 Savannah Spring Races** - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
Roebbling Road Raceway Pooler, GA
- April 30-May 8 Tire Rack Cannonball One Lap of America**
- May 14-16 Vintage GT Challenge** OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
Road America Elkhart Lake, WI
- June 3-6 Heacock Classic Gold Cup VIR** - OPTIMA Batteries Sprint Series Race and MotorCheck Enduro Series Races
Virginia International Raceway Alton, VA
- June 24-27 Mid Ohio Vintage Grand Prix** - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
Mid Ohio Sports Car Course Lexington, OH
- July 15-18 Kohler International Challenge**
Road America Elkhart Lake, WI
- September 9-12 U.S. Vintage Grand Prix** - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
Watkins Glen International Watkins Glen, NY
- September 30-October 3 New Jersey Vintage Races** - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
New Jersey Motorsports Park Millville, NJ
- October 14-17 Road Atlanta Season Finale** - OPTIMA Batteries Sprint Series Races and MotorCheck Enduro Series Races
Road Atlanta Braselton, GA



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BRITISH MOTORING

CONTENTS WINTER 2010



FEATURES

- 11 Safe Travels:** Ensuring That All Systems on Your British Car Are Operating Safely
- 16 Buyers Guide:** Triumph TR4
- 23 How-To:** Installing a Pertronix Ignitor
- 24 How-To:** The Ethanol Issue



Replace those troublesome points with something more reliable. See how on page 23.

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DEPARTMENTS

- 3 Loud Pedal:** Trust the Results
- 6 News:** Happenings in the British Car World
- 7 Motor Mail:** Questions and Comments
- 8 Motor Gear:** Great New Products for Your British Car
- 20 Editor's Choice:** Amelia Island Concours Boss Bill Warner
- 30 Your Projects:** MGTD Love Affair
- 31 Winter Sale**
- 46 Coming Events**

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A Car Show Like No Other

Most car shows celebrate the finest in the automotive world. Well, what about a show dedicated to everything else? The inaugural Concours d’Lemons took place this August in Toro Park, just down the road from the world-famous Monterey Historics.

While the show bill promised to celebrate the oddball, mundane and truly awful of the automotive world, there was still plenty to see and nice people to meet. The show wasn’t immune from Little British Cars—one such standout was Ronald Peterson’s creatively decorated MGB. Hey, why should the million-dollar Ferraris get all the attention?

Bringing the Show East to the Mitty

The Concours d’Lemons fun freak show isn’t limited to the West Coast; it will be featured at this spring’s Speedfest at the Classic Motorsports Mitty at Road Atlanta April 29-May 2. Peter Brock of Brock Racing Enterprise is the special guest, while Lotus is the featured marque. Once again the infield will feature the Moss Pub where you can grab a cold drink, throw some darts, and tell some tall tales. Details: themitty.com.

Minis, Minis and More Minis

Moss Motors keeps adding more and more parts to their classic Mini catalog. Need a widget, thingie or chrome doodad? Odds are that it can be found in their catalog. Order a copy at mossmotors.com.



Social Media

Today’s online social media outlets aren’t limited to teens, starlets and pro athletes. Moss Motors can now be found on Facebook—just search for them—as well as Twitter. The direct link to their Twitter feed is twitter.com/Moss_Motors.



See Old Florida and Meet Bob Tullius on the Orange Blossom Tour

Florida often gets a bad rap for featuring boring, featureless roads, but that’s just not the whole truth. The Classic Motorsports magazine staff will host the Orange Blossom Tour March 15-19.

This all-inclusive tour starts at the Amelia Island Concours and ends up at the 12 Hours of Sebring. In between, the route hits private car museums, winding roads and downtown antique districts—the unique stops never included in tourist guides. The tour ends up at the private collection of Group 44 Inc. founder Bob Tullius. Check out classicmotorsports.net for details.



You 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:

British Motoring
Attn: Motor Mail
440 Rutherford Street
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The Cover Model Speaks

Dear BM, what a most pleasant surprise to see the cover photo of your fall British Motoring magazine! It took a minute to realize it, but it was my car and trailer! It also took a little time to finally figure out where and when the photo must have been taken: at the Sprite Jubilee in Carlisle, Penn., during May 2008 following the annual British, Import and Kit Car Show on the Carlisle Fairgrounds. I don't remember anyone specifically mentioning they were from your staff, but I am pretty sure that is when it was taken. I am curious as to why, with all of the various photos that come across your desk, this one was chosen? In any event, it was a nice surprise. Keep up the good work!

Stephen Bell
Middleboro, MA

Hi Stephen. It was just a picture among our "stock" photography, and we thought it fit our cover story well and was a cool picture—that's it! Thanks for posing for us.



Some Clarification Needed

Our Buyers Guide on the MG T-Series, written by Kathleen Mangan, had two readers feel the need to write in. We're happy to know you all are reading our articles! Thanks for sharing your great knowledge—we'd like to pass it on:

Gail Harries e-mailed: "I noticed what I think is an error in the historical detail. On page 18 you state that BMC withheld the MGA development because they did not want to compete with the Healey 100 and the TR2. This implies that the TR2 was a BMC product that they would not want to cannibalize sales from. In reality, at that time Standard-Triumph was entirely independent of BMC and a direct competitor. Standard Triumph only merged (got bought out by...) the Leyland truck group in 1961 I believe and then remained a competitor to MG for some time. They only finally became stable-mates of the MG cars when they all got lumped in together in the BMH and British Leyland days much later in the 1960s."

Matt Dabney (from the So Cal MG Club) e-mailed: "... [The story] says that the MGA was delayed because 'BMC did not want competition for the already green-lighted (Triumph) TR2 and (BMC) Austin-Healey 100.' The Triumph was a competitor, never a BMC product. MG and Triumph were only linked by the British Leyland merger after 1968. I suspect that the delay on

releasing the MGA had more to do with several things—the TF was selling very well, the Austin-Healey 100 probably used up all the funding that had been allotted for sports car development within the new BMC organization formed in 1952, and also they were starting to cancel the Nuffield-era engines such as the XPAG. (Nuffield was Morris, Wolseley, Riley and MG, and became BMC with the Austin merger).

New models were to use the Austin based engines such as the A series and B series, so the MGA had to be adjusted to take the B series engine before production. I would not be surprised, however, if the British Leyland takeover of BMH (BMC + Jaguar merger in 1966) had something to do with the cancellation of the MGC since it was really too close in specification to the Triumph TR250 / TR5, and maybe the GT6+.

The history of the British auto industry is really a complicated mess, and it is difficult to figure out why they made a lot of their decisions. But we are very lucky to have the great cars that they made and also to have Moss Motors so that we can continue to drive and enjoy them."



MGB Speedster Hard Tonneau Cover

Turn your Roadster into a Speedster with this 2-piece hard tonneau cover exclusively from Moss Motors! Precision engineered from design through manufacturing, our tonneau is made from high-quality ABS plastic – superior to fiberglass that is prone to cracking and breaking under stress. The 2-piece design was chosen so the pieces fit easily in your trunk. This kit includes the 2-piece hard tonneau cover that comes to you ready-to-paint, with all mounting brackets, mounting straps with snaps, and mounting hardware for easy installation. Will not work with roll bars or wind deflectors.



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MGB Radiator Cowl Cover

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MGB 1974 1/2-'80 Cowl Cover **215-314** **\$69.95**



MG TD-TF Adjustable Clutch Link

Early TDs had a clutch cable that was prone to friction problems, and many of those cables were replaced by the operating rod installed in the later TDs and TFs. While the operating rod was an improvement over the cable, it was still prone to its own problems. As the clutch face, flywheel, release bearing and linkage components wear, the location of the release bearing in relation to the fingers changes, and the rod must travel farther to disengage the clutch. This causes the operating rod to bind and it will bend at the threaded end. This adjustable link eliminates this problem by allowing for you to adjust the length of the link as the wear components go through their normal life.



MG TD-TF Adjustable Clutch Link **190-422** **\$49.95**



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The camshaft is the heart of your engine. This is the best street cam for the MGA or MGB currently being manufactured, anywhere. The nominal duration of 260 degrees gives a smooth idle and the higher-than-stock lift improves

Duration	Lift at Cam	Power Range	Max rpm
260/260	.286/.293	1200-6200 rpm	6800 rpm

power. The cam is precision cut on a new chilled iron core which is drilled through to deliver improved oiling to the all-important distributor drive gear. The cam specification may look mild, but it is optimized for street, not race track, performance. On the street, you want usable power below the normal 6500 rpm redline. Most "hot" cams just rip up lifters and valves, and only really deliver power at too high speed to be usable on the street. Will accept stock tach drive gear.

The cam is precision cut on a new chilled iron core which is drilled through to



MGA/MGB Performance Camshaft

222-273

\$475.00

Heater Door Assembly

The original steel trap-door that controls the heat dumped into the foot wells has not been available for many years. When the spring-loaded prop fails, the door just rattles—you cannot open or really close the door. A specialty manufacturer in England has tooled up and is now producing these in stainless steel, which eliminates the traditional problems with rust and corrosion.



MGB to 1970, MGC to 1969 - Sprite/Midget All - Healey BN4-BJ8

363-122

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Crane Ignition Coil

The nickel-plated PS40 coil complements the Crane XR700 electronic ignition kit. Includes a ballast resistor.

Crane Coil 143-240 \$59.95



Crane Electronic Ignition

Replace your troublesome points and condenser with this easily installed kit. Crane electronic ignition systems are famous for their reliability. Expect faster starts, cleaner running and better performance at all engine speeds.

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For Lucas Electronic Dist. 222-325 143.95



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SAFE TRAVELS



Before Heading to That Big Event: Ensure All Systems Are Safe

BY CARL HEIDEMAN

PHOTOGRAPHY AS CREDITED

You've poured your life, soul and wallet into restoring your classic car for the past few years, and things have gone pretty well. You've done most of the work yourself, hiring only a few professionals along the way when you haven't had the time, skills or equipment.

The day finally comes when you go for your first big outing, and it's quite a thrill. But the adrenaline soon wears off as one fact becomes apparent: The car isn't quite up to your expectations.

Subconsciously, you table the project. You drive it every now and then—you might even take it to a few shows and pick up some awards—but the reality is that you question whether all that time, energy, and cash was truly worth it.

This is a typical story.

Of course, there are many variations on the theme. Sometimes it's an at-home restoration, other times it's a complete professional job, but the bottom line is that many classics end up this way.

There is good news: Rarely are these disappointments due to a failed restoration or shoddy work. Usually they're the result of stopping the work just a little too soon.

Sorting is that next step. Sorting is really just a kind term for fixing mistakes and making adjust-

ments. When we restore a car, we like to set aside about 10 percent of the budgeted time and money for this process. Generally speaking, the important part of a restoration is not the first 90 percent of the job, but the last 10 percent. That 90 percent must be done well, of course, but topping it off with the sorting process will make it all worthwhile.

Take a Deep Breath

We're not going to get too touchy-feely here, but it's important to begin the sorting process in a stable emotional state. Like it or not, restoration is an emotional processes and can be very trying on your mindset.

If there are family members involved, the emotional component can get much more significant. Perhaps you like the car a lot more than your spouse. How can you admit that it's not perfect? And even more importantly, how can you admit that you're going to have to spend more money even though you're already over budget?

Denial is a common response to these questions. The trouble with denial is it often brings the car home on a flatbed. If the car isn't right, all the denial in the world isn't going to fix it.

So, acceptance is the appropriate response.

Of course you love driving your British classic, but are all systems go? Before heading out for that next excursion, a quick run-down can ensure your mount is up for the journey.



Even before you finish the restoration, accept the fact that you're going to need to sort it out. Mistakes will be made, but they can be fixed. Sure, they'll cost you some time and money, but that's better than being frustrated with your work, not having a reliable car, and tying up a bunch of effort in a garage or trailer queen.

Can't See the Forest for the Trees

When you've stared at your car for hundreds of hours and know every detail of its build, seeing the big picture can become difficult. Many times, it's hard to sort a car until you can see the forest for the trees. We've found two pretty simple ways to make sure that this can happen.

One is to let someone else evaluate your car and provide some feedback. Tell them to be honest. Give them the keys and have them take the car on a long drive or two. Then, have them go over the cosmetics and come up with a list of issues. They'll be much more objective than you—after all, it's not their time or money at stake here.

The other method is to take a few steps back and do the evaluation yourself. This means taking a break and staying away from your project for a few weeks—maybe even a month. You might get started on your next project. Whatever you do, just make sure you've taken a long enough break that you can evaluate the car objectively.

Let the Sorting Begin

Now comes the good part. If you have the correct mindset, sorting is fun. You're the detective, and your car is the case. Your job is to find out what needs more work and then fix it, and the best way to do that is to drive.

When we sort a car, we grab a note pad and

head out for the open road. We usually start with some short trips. Every time we stop, we pop the hood and look for problems. Then we jot down every rattle, squeak or annoyance encountered.

When we get back home, we see how many of these problems can be crossed off the list. Many of them just require a little tightening or some minor adjustments. With this strategy, you're likely to end up finding problems as quickly as you're fixing them. Not only will you get the satisfaction of making tangible progress, but each drive gets a little more pleasant as the issues disappear.

Don't forget the simple stuff; sometimes, checking the obvious is the hardest part. Is there oil in the gearbox? Did you tighten the lug nuts? Will the hood fly open on the highway because the safety catch isn't adjusted?

Treat every part of the car as suspect and make sure it's correct. An amazing amount of damage is done to freshly restored cars because of very simple mistakes. Don't let yours be one of them.

Going Deep

We recommend performing this preliminary drive-and-fix routine for 50 to 200 miles. Then it's time to get deeper. Sorting isn't just about rattles and squeaks; it's also about safety and reliability.

To begin our in-depth analysis, we get the car in the shop and up on jack stands. The wheels come off first. We start with a thorough inspection of the brakes and suspension, making sure that everything is as it should be—no leaks, no loose or binding components, and no misadjustments. Then we look around under the car to make sure everything's perfect.

While we're under there, we have tools at hand to quickly tighten every nut and bolt. It's always

An upcoming show or road trip is the perfect reason to address those niggling issues, whether it's the lack of a proper hood prop or a leaking axle seal.

amazing how many things can use a couple of turns of the wrench after those initial shakedown miles. More often than not, the exhaust will need some tightening as the initial heat cycles will loosen the mounts and joints.

Before we put the car back down on the ground, we'll bleed and adjust the brakes, and if applicable, the clutch. We also double-check the fluid levels in the gearbox and axle. Often, they'll need a little topping off as the lubricant finds its way into the crevices of the components.

Once the car is back on the ground, we tackle the electrics. We start by testing every light and electrical component to make sure they're still working. Once this is done, we tighten every connection and double-check every plug, much like we tightened and checked the underbody.

We'll also take the time to make sure that everything is neatly routed, sometimes repositioning wires

or adding cable ties in the process.

Finally, we'll look for wires that are either too long or too short and correct them. If they're too long, not only are they unsightly, but they might snag on something. If they're a tad short, they might get yanked from their connections.

Most importantly, we make sure the battery is tied down. We've seen a lot of restorations where the battery has been allowed to flop around, potentially causing a fire.

Next we move on to the engine bay. We torque the cylinder head, adjust the valves, and check the compression. We make notes of the compression and use it as a baseline for the future. We make sure all the fluids are at appropriate levels, then



Why not use an upcoming event as an excuse to fix some cosmetic issues, too? Still looking at dingy switches, like the ones on the left? Either shine them up or call Moss for some new replacements.

Necessary Checks

Before blindly heading into the sorting process, here's a little road map to help you get started.

Brakes and Suspension

- Hand brake works properly—able to safely slow the car, hold the car on a hill, and release completely.
- Brake pedal free play is properly adjusted.
- No sponginess in pedal and no pumping necessary.
- No pulling in either direction.
- No inappropriate lockup under hard braking.
- Shock absorbers work correctly.
- Ride height is correct.
- No binding, especially the anti-roll bars.
- Wheel bearings are lubed and adjusted properly; all split pins are installed.
- Suspension and steering lubed.

Engine and Drivetrain

- Compression is within 10 percent on each cylinder.
- Good oil pressure; minimal or no leaks.
- Proper oil level in engine, gearbox and rear axle.
- Engine idles well and at consistent rpm.
- Car accelerates smoothly.
- Engine shuts off without dieseling.
- No exhaust leaks.
- Coolant completely topped off and no air bubbles present.

Electrics

- Battery is tied down.
- Horn is loud and works every time.
- All lights and accessories work.
- Charging system works and belt is tight.
- Proper fuses everywhere.
- No dangling or unterminated wires.

Exterior

- Panel gaps are appropriate.
- Doors latch properly on primary and secondary latch points.
- Hood and trunk releases are properly adjusted, tightened and lubed.
- Door handles, bumpers and any other bolt-ons are tight and rattle-free.

Interior

- Seat belts work properly and are new enough to be safe.
- Seats slide freely.
- Gauges and dash lights work.
- Mirrors hold adjustment and don't rattle.
- Steering wheel is on straight.
- No unplugged holes in dash.

pressure-check the cooling system to make sure there are no leaks. If any fluid levels are down significantly, we find and fix the leaks.

Then we check the timing. Ideally, we do this job using a dial-back timing light and an assistant. We disconnect the vacuum advance and check the timing at idle, making sure it's in spec. Then we start to increase the engine speed in 500 rpm increments to make sure that the distributor's centrifugal advance is working properly. Once the ignition passes inspection, we check the tune of the carburetors.

Now it's time to go back to the body. We check and adjust every hinged panel: doors, hood, trunk lid and even the glove box door. We want every one of these to nicely click shut and then open without incident. If something isn't right, we'll carefully make adjustments. Restorations are judged by the quality of panel fit, and proper latching is a significant part of that.

Then we make sure that all of the trim is still tight and that the bumpers and grille fit properly. Sometimes we decide that some of the marginal chrome should be redone or replaced; taking a break to separate the forest from the trees can lead us to decide things aren't quite up to par.

Our last stop is the interior. We make sure that all the gauges are working, all the interior lighting is functional, and all the switches are correctly oriented and snapping into position. We check the seat slides and any other adjustments, ensuring that they move freely. Often, a little grease will cure any woes in this area.

If our resto is a convertible, we make sure that the top properly goes up and down. A top that doesn't fold correctly can get wrinkled or, worse, torn. We also check the visors, shift knob, and everything else we would regularly touch to make sure the components are tight and comfortable. For us, interior rattles are more annoying than anything.

Drive It Like You Stole It

By now, we should have found and fixed all the problems. Some issues have probably been simple to address—just a

little tightening or adjustment was needed. Some have probably been more significant—maybe the carbs came back off or, worse yet, the engine had to come out. But the effort and expense is worth it, as the car has become much more pleasant to drive.

Our last step is one more long excursion. This time, we drive the car hard, really putting it through its paces. We always make this drive in a safe place and in a safe manner—ideally, we'd go run at a local autocross or test-and-tune event.

During this drive, we accelerate and brake quickly to really heat things up and put everything to the test. When we accelerate, we want smooth running and no strange noises. When we hit the brakes, we don't want any dangerous lockups—like rear wheels first—or pulling in any direction.

Immediately after the hard drive, we like to pull out an infrared thermometer and take some quick temperature readings. We check the temperatures of the four brakes, making sure that they're very close from side to side. We also take readings of the radiator in several spots, ensuring that it's 10 to 20 degrees warmer on the inlet side than the outlet side and that there are no dead spots.

We check the temperatures of the engine block and cylinder head, making sure there are no hot spots. The exhaust also gets a temperature check. We make notes on each of our readings so we have more baselines for the future.

Time to Enjoy

If you've ever wondered why so many cars are put up for sale immediately after they've been restored, you might now have a clue. Most of them aren't sorted out, and their unknowing owners are selling in frustration. These cars can be bargains, often sold for 30 to 50 percent of the restoration cost.

But this won't happen to you. You've gone the extra mile—that last 10 percent—and made sure your car is everything it should be. Now you can hop in and go for a drive, never worried, never disappointed. You've done what you set out to do. **BM**

An earlier version of this story appeared in *Classic Motorsports* magazine. A free copy of their next issue can be requested at classicmotorsports.net.



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TR4 & 4A: A BRITISH CAR IN ITALIAN CLOTHES

David S. Wallens photo



The Triumph TR4 makes a great classic, marrying some beautiful Italian styling with rock-solid British mechanics. Moss has all of the parts needed to keep one humming, too.

BY KATHLEEN M. MANGAN

If the Triumph TR4 was a piece of clothing, it would be a cotton button-down shirt: classic, straightforward design, never out of style, rugged construction, tough to wear out. The TR4 design is an iconic symbol in British motoring the same way the button-down is an iconic fashion symbol.

In fact, the TR4 is basically a TR3 sporting new Italian clothes.

When Standard-Triumph faced replacing the successful TR3A, they had quite a challenge. The new model had to have the spirit of an evolved sports car, yet development was limited due to tight budgets. The company solution: maintain the TR3 mechanicals, but give the model a new sense of style and modern practicality.

Triumph tapped Italian car fashionista Giovanni Michelotti for the project in 1957. After numerous design concepts and diverse prototypes, the first units rolled off the factory floor in August 1961, the same year Leyland Motors took over Standard-Triumph.

TR4 Launches With New Styling

The new design was a complete departure and an instant success. Michelotti eliminated the diagonal lines of the earlier models, and instead made the model square and contemporary. He got rid of the cutaway doors that were often used as

convenient arm rests, and ditched the flapping side curtains. Instead he went with modern full doors and roll-up windows, both far better at speed and in poor weather.

Further styling changes featured round headlights peering out from under two curved eyebrows, a wide grille that wrapped around the headlights, a curved windshield, and a teardrop bump in the right side of the hood to accommodate the dashpots for the twin SU carburetors.

Mechanically there were some changes that gave it a performance edge over its predecessor. The TR4 had a wider track, while displacement was bumped from 1991cc to 2138cc; the new engine produced 100 horsepower. New additions included rack-and-pinion steering and synchromesh on all forward gears.

TR4A Debuts With New Suspension

After 40,253 TR4s, the company debuted the TR4A in January 1965. The few external changes included a vertical front grill and different side indicator lights.

But underneath, the stiffer chassis and independent rear suspension (coil springs and trailing arms) gave the car a softer feel. However, due to U.S. dealer resistance, some TR4As were delivered with the old-style live rear axle. The slightly tweaked engine boasted a top speed of 110 mph. Production

numbered 28,465 TR4As before the last rolled off the line in August 1967; the similar-looking yet six-cylinder-powered TR250 followed here in the U.S.

Due to the tough, torquey engines that are easy to repair, these cars were in big demand on the racing scene. They served the factory teams well, with Group 44 Inc. driver Bob Tullius winning the 1962 SCCA E Production national championship in a TR4. When the car was moved up to D Production, Tullius won more national championships in 1963 and '64.

The team also drove TR4s to first and second place finishes in the 2.5-liter GT class at the 1964 Sebring 12-hour race. They're still stalwart competitors in vintage racing.

Purchase Price & Issues

Prices for the TR4 and TR4A are still quite affordable compared to other '60s classics. And they're worth the price, as they are reliable, simple, and served by a strong aftermarket and club support.



The TR4 and TR4A feature all of the classic trappings of a traditional British sports car, from a simple, purposeful dash to a DIY-friendly engine bay.

Want to work on one? The body unbolts easily off the frame for restoration. Most buyers prefer the independent suspension model, but racers prefer the simpler-to-tune live axle cars.

If you're in the market for a TR4 or 4A, rust is your prime concern. Areas to inspect: the frame, under the battery, the floor pans, rocker panels, trunk, fenders and rear quarter panels. Components in the independent rear suspension wear out; check the U-joints, splines, differential mounts, lever shocks and control arms. You'll want to keep an eye on electrical system grounds, and the low tension wire from the coil to the distributor since it cracks with vibration.

TR4 Popular Replacement Parts

377-000	\$44.95	Fuel Pump
645-065	\$539.95	Panel Kit, Black/White
642-455	\$734.95	Leather Front Seat Kit, Black/White
640-060	\$375.95	Convertible Top, Black Vinyl
660-978	\$106.95	Front Suspension Kit
854-060	\$164.95	Front Bumper
593-055	\$299.95	Clutch Kit, Borg & Beck
835-071	\$111.95	Water Pump, Uprated
581-030	\$169.95	Brake Master Cylinder
860-100	\$449.95	Stainless Steel Exhaust System

Insider's Info:

Code names for the various TR4 prototype designs included the Zest and the Zoom. The Zest was the prototype that made it into production.

Triumph offered a 1991cc engine as an option for TR4 owners who wanted to race in the under-two-liter class. There was no extra fee for the smaller engine.

Competition springs were a TR4 option; they're 20 to 25 percent stiffer than stock.

Another option was the Surrey Top, a light hard top with a cloth center section. It didn't catch on. Porsche later developed the concept into the Targa roof. Theirs had a bit better sales success.

The TR4 featured a face-level ventilation system, a first for British cars.

The independent rear suspension developed for the TR4A was also featured on the TR250 and TR6.

A different camshaft and better breathing exhaust boosted TR4A engine output to 104 horsepower.

The front hinges on the hood make everything in the engine bay easy to access.

Triumph wasn't totally sure that buyers would embrace the TR4, so the TR3 continued into the 1962 model year. These last-of-the-line cars are now known as the TR3B. They feature the popular TR3 looks but with the TR4's 2138cc engine.

Nice TR4 and 4As are selling for \$8000 to \$25,000, while those needing work and restoration can be picked up for less than \$5000.



david s. wallens photo



jeffrey krupp photo



david s. wallens photo

The TR4 works well in just about any arena, from weekend jaunts to the local autocross.

Repairs for Reliability

Eric Wilhelm, Moss employee and 1965 Triumph TR4 owner, has a list of must-do repairs. First, he advises adding an electric fan to deal with cooling issues in hot weather and traffic. He also recommends a gear reduction starter that is lightweight, offers high torque, and spins the engine faster on startup. Plus, the original starters are getting hard to find, even rebuilt, he explains.

For enhanced suspension, Wilhelm suggests Koni adjustable front shocks, and for the early TR4s, the rear tube shock conversion kit. To improve handling, he says the Moss 3/4-inch front sway bar kit is a definite for flatter cornering, while the 5/8-inch rear sway bar is helpful but optional. If you drive the car hard, he suggests the upgraded front spindle (stub axle) kit to avoid brake knock back on cornering.

Performance Upgrades

For engine performance, Wilhelm says the Weber dual side-draft conversion kit will provide

a better throttle response; the original carburetors lagged a bit, he explains.

For serious added horsepower, enthusiasts are anxiously awaiting the new Moss supercharger currently in development, and it's expected to increase power by up to 40 percent. Other performance upgrades include a Fast Road camshaft and lightened alloy flywheel. Finally, with more power you need more stopping capability, so he advises cross-drilled and slotted brake kits with braided brake lines.

Kelvin Dodd, Moss technical expert, echoes these recommendations and adds a few to the list. He says the 87mm pistons and liners offer a larger bore engine that provides more torque. Dodd also suggests an electronic ignition.

With performance upgrades, your TR4 will be fashionable on the outside and equally impressive on the underside. Earlier and later Triumph TR models might currently get a bit more attention, but these TR4 and TR4A cars offer a great mix of style, performance and value. **BM**

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BILL WARNER: CLASSIC CAR ICON

BY KATHLEEN M. MANGAN

Classic car icon Bill Warner has had an incredible ride as professional automotive photographer and writer, racer, Cannonball Run competitor, car collector and restorer, founder of the Amelia Island Concours d'Elegance and winner of numerous prestigious industry awards.

What is he most proud of professionally? "The ability to distill all my experiences into an event for North Florida," he says. Celebrating its 15th anniversary in 2010, the Amelia Island Concours has become one of the top three Concours d'Elegance events in America and has donated \$1.6 million to charity. Such an accomplishment is only possible for someone as experienced, well connected and passionate about cars as Warner.

It started when Warner was a teenager and worked for an import car dealership with a racing team in Jacksonville, Florida. He entered the family filter business, and channeled his automotive enthusiasm into photography, primarily for Road & Track magazine where he was a Contributing Editor. His images won awards like Photographer of the Year from the Sports Car Club of America in 1970.

In 1975, Warner ran the Cannonball Run in a Porsche 911, and later participated in the first Cannonball One Lap of America. He started racing a Brabham BT-8 in 1978 and over the years competed in the SCCA's American Road Racing Amateur Championships, the International Motor Sports Association Firehawk Series, factory-sponsored road races and endurance races.

Currently Warner competes in vintage racing in his Group 44 Triumph TR6 raced previously by Bob Tullius and Paul Newman, as well as his Group 44 Triumph TR8 that previously competed in Trans-Am and IMSA. "The TR8 is a hoot to drive," says Warner. Yet his sentimental favorite is the TR6, which he's had for 21 years. Newman won his first title in the car, and Warner bought it from Newman's partner, Tommy Ciccone.

"When I get into that car, it's like putting on an old shoe it's so comfortable," explains Warner. "It's the easiest driving race car I've run across. It has no bad habits. It's quick but not fast—it has a top speed of 130 mph—but it's really quick on a short course like Lime Rock." However, he once flipped the TR6 at a solo event in the Bahamas. "It got loose, hit a concrete wall, did one bounce on the roll bar and



david s. wallens photos

After a long history with cars and the publications that cover them, Bill Warner, on the right, founded the Amelia Island Concours. Regular entrants include some of our favorites from MG, Triumph, Jaguar and Austin-Healey. Warner also owns a real Group 44 Inc. Triumph TR8, and former team crew chief Lanky Foushee (on left) maintains it.

ended up on its wheels. The car wasn't too bad, but I felt like I did a round with Mohammed Ali," says Warner. "All in all, a lame brain thing to do."

One of the aspects Warner loves about his two Group 44 Triumphs is the pedigree. "People come up and share their stories about seeing Newman and Tullius running the cars," he explains. To Warner, it is the stories told of racing action, of interesting cars and of the legendary drivers who drove them, that create great enthusiasm among spectators. So when he was approached about creating a major car event at Amelia Island, he decided to make this aspect the central theme of the event.

"I called all my chits in from many years of being around race cars," explains Warner. "Brian Redman helped me get Ralph Lauren to bring a car down. Knox Kershaw brought all his grand cars over. Bob Snodgrass helped roll the cars out from Brumos. I decided to build the show around a racing celebrity and bring in the cars that were part of the person's history. Sir Stirling Moss was our first honoree. The next was Phil Hill, then Carroll Shelby, Brian Redman, Hurley Haywood, John Surtees, Dan Gurney and Jim Hall—all the men I admire. With the theme of racing greats, about 30 percent of the 250 cars at the event are race cars. We like all kinds of race cars."

Warner explains that whereas Pebble Beach and Meadow Brook are focused on style and design, Amelia Island's focus on racing and cars of interest make the show unique. "We try to tell a story so it's more than just cars parked on the field," he says. He adds that attendees get to meet their racing heroes right on the field and at seminars. The more reasonable entry fee for attendees is another difference—it's less than half the price of the other two shows.

The 2010 event, held March 12-14 at the Ritz-Carlton on Amelia Island, will feature Richard Petty as honoree with some of his famous winning race cars. The 50th anniversary of Stirling Moss' victory in the Cuban Grand Prix will be



Bill Warner has owned his Triumph TR6 for more than 20 years. Past owners include Group 44 Inc. and Paul Newman—yes, that Paul Newman.



The 2010 Amelia Island Concours d'Elegance visits Florida's Amelia Island March 12-14; the headlining show takes place that Sunday, but the rest of the weekend includes seminars, road tours, art shows and an automobile auction. For details and tickets, visit ameliaconcours.org or phone (904) 636-0027.

The week after the show, Classic Motorsports magazine will host the Orange Blossom Tour. This classic car tour leaves Amelia Island on March 15 and ends at Sebring—just in time for the 12-hour race—March 19. Details can be found at the Classic Motorsports Web site, classicmotorsports.net.

celebrated with many of the original event race cars. The weekend will also celebrate the 40th anniversary of the Porsche 917 wins at Le Mans and Daytona. Among the 33 classes will be a special class for Mercedes gull wing cars. The "Three Greats Seminar" will feature Richard Petty, Don Garlits and Stirling Moss. There are art exhibits, test drives, road tours, an auction and social functions, as well as the Concours d'Elegance. "It's a lot of work to organize," admits Warner.

This year, Warner will show his newly restored 1970 Maserati Ghibli Spyder at Amelia Island. "It's one of only 100 in existence and it's pretty elegant," he says. He is

also completing restoration of a 1957 Cadillac El Dorado Biarritz convertible. "It's as big as south Florida with huge tail fins," he says. He recently added a 1971 Ferrari Daytona to his 12-car collection. "It's a terrible car... it's noisy and smells bad and the windows leak, but I always wanted a V12 front-engine Ferrari. The magic is in the bulletproof engine and the sound it makes," he explains.

Warner's advice for car collectors: "Buy what you like, not what you think is going to make you money. Then if the value goes in the tank, at least you've had the pleasure of owning it." **BM**



2010 SMALL BORE CUP

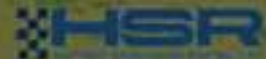
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A Pertronix Ignition Is A Quick, Inexpensive, Efficient Upgrade

On the surface, it almost seems too good to be true: a proven ignition upgrade that's inexpensive, totally concealable and easy to install. And once installed, no regular maintenance is required.

Meet the Pertronix Ignitor.

A little black box replaces the traditional ignition points with a solid-state electronic setup. Installation takes only a few minutes, and for those of you who despise visible modifications, the Ignitor is totally contained underneath the stock distributor cap.

Retail cost: depending on the application, often less than \$150. How much would you pay to avoid the frustration caused by burned-out, worn-out ignition points? We thought so. And don't be afraid that this is something new and

untested—more than 3 million units have been built over the last 30-plus years.

More food for thought: Most so-called carburetor problems can in fact be traced to an ignition issue. Before chasing your tail—and spending big money on new parts—why not start by lining up the basics.

The Pertronix Ignitor uses cobalt magnets to trigger a Hall Effect integrated circuit, meaning there's no moving parts to burn up or wear out. The epoxy molding also seals out dirt and moisture—two common enemies of traditional points ignitions—while removing any chance that the ignitor will fall out of adjustment. Short answer: It's so easy, even a caveman can do it. **BM**

Installing A Pertronix Ignitor in 3 Easy Steps

You don't need a degree in electrical engineering to install a Pertronix Ignitor; the job should be well within the comfort zone of any home mechanic. Pertronix Ignitors are available for a wide range of Lucas distributors, so you'll need to know your model number before ordering.

Step 1: Remove Points

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

Step 2: Install Pertronix Ignitor

Pertronix offers many different Ignitor models, each using a bolt-in installation. Two simple wire connections are required. Re-attach the distributor cap and wires as usual. Check the timing.

Step 3: Go Drive

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



Upgrading your ignition doesn't have to be hard, expensive or time-consuming. The Pertronix Ignitor simply replaces the original points. The benefits include longer life and fewer headaches.

Throw Some Flames With the Flame-Thrower

Interested in upgrading to a Pertronix Ignitor, but question the health of your distributor? Pertronix has an answer: a brand-new unit based on the Lucas 45D that comes equipped with their upgraded electronics. Moss retails these units and the four-cylinder models for about \$250; add about \$60 to that figure for the six-cylinder distributors. Check mossmotors.com for specifics and exact prices.



david s. wallens photos

THE ETHANOL ISSUE



BY MOSS TECHNICAL SERVICES

Gasoline containing ethanol has become the new standard for fuel, and it presents a new set of challenges and work for classic car owners. You've got to be vigilant now to ensure a good running engine and prevent damage to your cherished car.

What's the problem, you ask?

Ethanol, made from corn or grain, is added to gasoline to oxygenate it, replacing the older additive, MTBE. Names for gasoline mixed with ethanol include E10, gasohol, corn fuel, alcohol fuel, and reformulated or renewable fuel.

The key problem is that ethanol absorbs water from the atmosphere. In fact, fuel with 10 percent ethanol absorbs up to 50 times more water than standard gasoline. Older gas tanks found in many classic cars vent to the atmosphere,

increasing the likelihood that moisture will be absorbed into the gas tank at a rapid pace.

The end result of water in the fuel is phase separation. The fuel separates into two distinct layers: a thick layer of gasoline mixed with a little ethanol on top, and a thinner layer on the bottom consisting of water mixed with most of the ethanol. And it doesn't take much water for this to happen—phase separation occurs in a gallon of 10 percent ethanol blend with just 3.8 teaspoons of water.

Fuel Phase Separation Problems

What happens to your car and its performance when water causes fuel phase separation?

Reduced fuel longevity: A gasoline/ethanol blend



Remember when buying gas was easy? Today we have to worry about the alcohol content, adding a new twist to storage and maintenance issues.

Vented or Closed Fuel Tank?

Not sure whether your British car has a vented or closed fuel tank? You need to know this detail in order to have a feel for how long the gas in your tank will remain good.

A sure giveaway of a closed tank is the presence of a carbon canister, which was added for pollution control purposes along with the closed fuel tanks. It's often located at the back of the engine compartment, on the passenger side. To verify what it looks like and the positioning in your car, look at the diagram of the engine compartment for your car model on the Moss website, mossmotors.com. Note that some aftermarket gas caps are vented, so they can render a closed system open to the atmosphere.

absorbs water until it triggers phase separation. The blend has a 90-day product life in a closed tank, but lasts just 30 to 45 days in a vented tank often found in classic cars. With 10 percent ethanol blends, owners are supposed to replace the fuel in vented tanks about once a month by driving or draining, taking into consideration the humidity in the atmosphere and temperatures.

Lower fuel octane: The ethanol in a gasoline blend provides some of the octane rating. When phase separation occurs, the octane rating of the remaining fuel can drop by as much as three points.

Poor engine performance: The fuel pump could easily pick up a slug of the water/ethanol slurry at the bottom of the tank, interrupting the flow of gas to the engine. This will cause the engine to miss, run rough and possibly stall altogether.

Corrosion and rust: Water in the bottom of the fuel tank and inside the fuel lines will cause corrosion and rust, and the solvent properties of the ethanol will loosen that up, along with bits of sediment and deposits. The resulting debris floating in the fuel could clog fuel filters, fuel lines and carburetor float valves.

Specific Parts Affected by Ethanol

Fuel tank: Ethanol could dislodge sediment and deposits in older gas tanks and fuel lines. Loose debris in the fuel could clog the fuel filter, or cause engine flooding if the carburetor float valve sticks.

Fuel pump: Rubber diaphragms inside the fuel pump may have problems with ethanol exposure.

Carburetor float valve: Float valve needles on early cars were brass, and these were replaced with plastic needles or brass needles with Viton (a specific type of rubber) tips. Ethanol can cause the plastic needles to swell up and stick either open or shut, which causes either massive flooding or starves the carburetor for fuel. Some owners have resorted to shaving down the plastic needle to get it to ride smoothly and seat properly. Instead, you can install an all-brass needle and seat, or a Viton-tipped needle if available for your car model, which are not affected by lower levels of ethanol.

Carburetor floats: The Zenith-Stromberg floats found specifically/only in the TR4 and 4A made of foam covered with a skin may deteriorate when exposed to ethanol. Other plastic floats, like those used by SU, may also be affected.

Hoses: Ethanol could dry out or deteriorate rubber hoses.

Seals: Ethanol could shrink, swell or deteriorate seals, depending

on the material.

Gaskets: Ethanol may deteriorate the rubber in rubber/cork composite gaskets. Fiber washers and gaskets are not affected.

Aluminum and aluminum alloy parts: Aluminum and alloys fare fine with 10 percent ethanol, but are damaged by 25 percent ethanol.

Avoiding Ethanol Problems

Run your engine on fresh fuel from a major supplier in a location with lots of traffic.

Add fuel stabilizers when you put gas in your car to lengthen the life span of the fuel.

Buy higher-octane gasoline to be certain your engine gets the minimum octane necessary for good performance.

Keep track of the dates you buy fuel, how much you bought, and how much is in the tank when left sitting for a period of time. Keep a log book for reference.

If you have a closed tank, make sure it is truly closed. Listen for a hiss of air escaping when you

take the gas cap off after driving.

Test your gas tank periodically to see if water is accumulating or phase separation has occurred. Treat accordingly.

If you don't have a fuel filter before the carburetor (many British cars only have a screen), consider installing one to catch loosened rust and sediments from the gas tank before it clogs engine components. Moss offers one with a glass bowl for at-a-glance inspection, yet it features a period-correct look (Fuel Pressure Regulator/Filter #377-435). Check your fuel filter often.

Consider adding a second fuel filter between the tank and the fuel pump to protect the fuel pump from damage from loose debris from the tank (Moss part #377-310).

Keep engine parts well lubricated to counteract the solvent effect of ethanol.

Regularly inspect all fuel system components, seals and connectors from the tank to the carburetor. Ensure there are no leaks and the system is in good shape. **BM**

Full or Empty?

Trying to decide whether you should keep your fuel tank completely full or near empty? The answer isn't clear. It all depends on how you're using your car, the humidity where you live, the type of tank found in your car, and your willingness to closely monitor the situation.

During the driving season:

Some British car owners keep very little fuel (treated with fuel stabilizer) in their tank, and when they take it out, they first stop at the gas station to put in about the amount of gas they think they will need. That way they are always running fresh gas, and they park it back in the garage with a small amount of treated fuel to minimize the amount of gas that could go bad and separate. But British fuel gauges are notoriously inaccurate, so you could run the risk of running out of gas on the way to the gas station.

Other owners keep the tank completely full, which means the surface of the fuel exposed to the humidity in the atmosphere is restricted to just the diameter of the fuel filler neck rather than the larger surface area inside the tank. Of course absorption of water by the ethanol is affected by whether the tank is vented or not, and by the humidity at that time of year. But considering the short life span for ethanol/gasoline blends, you'll have to add fuel stabilizers and drive the car enough to regularly burn up the gas so your whole tank of fuel doesn't go bad.

During the winter:

Whether you're storing your car over the winter or driving it every once in a while in cold temperatures, your strategy for your fuel tank may be different at this time of year. If you leave a vented tank full, even with fuel stabilizers, you'll have phase separation and water in two months. That means draining the tank every two months to eliminate the bad fuel and harmful water. If you leave it until spring, you could have to deal with the effects of rust and also still have to drain the tank. If you're lucky enough to have a closed tank, you may be able to get through the winter with fuel stabilizers, which gives the fuel a six-month life span. You could drive out of the garage come spring unscathed. To be sure, test the tank for the presence of water first, and emulsify or drain the tank contents if necessary. If you leave your tank near empty with just a bit of treated fuel in the bottom during the winter, you won't have much ethanol to absorb water into the tank or much gas to go bad. But the steel walls of a near-empty fuel tank will condense with the shifting cold-warm temperatures, creating more water in the tank and potentially rusting the sidewalls, as well as the floor of the tank where the water accumulates. This condensation would happen in both vented and closed empty tanks.

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CMSAD09

Ethanol Solutions

1. Use a fuel stabilizer when you put gas in your British car.

Most of us don't drive our classic cars on a daily basis, so the short gasoline/ethanol life of 30 to 45 days in a vented tank, or 90 days in a closed tank, is a problem. In order to extend the life of your car's fuel and delay the phase separation that will eventually occur, you can add a fuel stabilizer to your tank every time you put fuel into it if you're not sure you'll use the gas within the product life span.

220-360 E-Xtend Ethanol Gasoline Treatment (8 oz.)

E-Xtend doubles the fuel's life to about 60 days in a vented tank, and about 180 days in a closed tank. It also contains antioxidants and de-gumming agents to fight sludge and prevent resin/gum deposits in the fuel tank. As a result, the fuel filter stays cleaner longer and the engine runs better.

For fuel with 10 percent ethanol, the ratio is one ounce of E-Xtend for every six gallons of fuel, so one 8-ounce bottle will treat 48 gallons of fuel. The long-neck bottle makes it easy to pour into the filler neck.



2. Test your tank periodically for water presence and phase separation.

When you're not driving your car and putting fresh gas into the tank, or after the car has been sitting over the winter, you can test your tank to determine if water is present or if phase separation has occurred.

One test method is loosening the fuel tank's drain plug and capturing a small sample of fuel from the bottom of the tank in a clear container for inspection. Since water collects at the bottom of the tank, you should be able to see the two layers if water is present—a pink layer of gasoline on the top, and a clear or white layer of water and ethanol on the bottom. It looks a lot like unmixed salad dressing. You can use a test kit on the drain sample if it appears mixed up.

If your tank construction allows a dipstick (a dowel or rod works well) to go from the filler neck all the way to the bottom of the tank, you can use a test kit for easier and more reliable results. (This test method won't work on car

models with a bent filler neck unless you can figure out a flexible dipstick that hits the tank bottom.)

220-362 Water Probe Indicator

Simply apply the Water Probe Indicator on the end of the dipstick; it turns red where there is water in the fuel tank. For example, if there's a half-inch of water in the tank, the stick shows a half-inch of red.



3. Add an emulsifier to treat separated fuel layers.

If you find water in the tank and phase separation has occurred, you can add an emulsifier to the fuel to remix the gasoline, ethanol and water. (Note that if there's an excessive amount of water, you may have to drain the contaminated fuel from the tank.)

220-355 E-Zorb Ethanol Gasoline Water Remover (16 oz.)

E-Zorb emulsifies the water/ethanol layer at the bottom of the gas tank created by fuel phase separation. The water and ethanol mixes back into the rest of the fuel in the tank. The water passes with the gasoline through the engine and is released as steam. The fuel regains the octane (up to three points) that was lost when most of the ethanol separated from the gasoline.

The ratio is one ounce of E-Zorb for 20 gallons of gasoline/ethanol. The one-pint (16 oz.) bottle will treat 320 gallons of fuel. You'll have to agitate the fuel and emulsifier in the tank by rocking the car from side to side, and bouncing it up and down. Make sure your suspension can handle this!



Be sure to check out the Moss tech video on Dealing With Ethanol at mossmotors.com.

THE Classic Motorsports magazine

April 29- May 2, 2010

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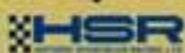
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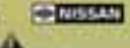
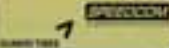
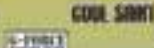
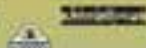
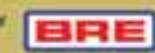
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A MGTD LOVE AFFAIR

This 1952 MGTD's first affair allegedly began with a disc jockey from South Bend, Indiana. Next in line was a young woman owner in 1966; she left the car with her parents who took it with them when they moved to Lake James, Indiana. Dale and Judy Zinn fell in love with the car when they first saw it in the 1980s; it was stored in their neighbor's garage, neglected and covered with dirt and dust.

The Zinns had a 1958 MGA at the time and weren't interested in taking on another classic, yet the TD haunted them for years. The owners moved away, taking the TD with them, and the Zinns figured they'd never see it again.

But the family moved back to the area in 2004, and remarkably, they still had the TD in tow. After 35 years of storage and one aborted restoration attempt, the classic was in pieces. Finally, ownership passed to the Zinns, who hauled it and five boxes of cruddy old parts home on a trailer owned by a friend (the car was pushed onto the trailer by the guys).

Restoration consisted of parts, parts and more parts. The UPS man made Moss Motors deliveries on a regular basis until June 2009 when the car was beautiful and the Zinns declared it finished.

During the five-year restoration process, there were the usual unexpected and unappreciated surprises. Newspaper had been wadded up and used for filler in the bottom main rail, packed in with wood putty. The gas tank end caps no longer fit after they were re-chromed; the Zinns later discovered they belonged on a TC. The wiring sets fizzled instantly when they were installed incorrectly (Dale's fault).

Not everything went poorly though. The Zinns took a trip to the Gathering of the Faithful (GOF) in Gatlinburg, Tennessee, in 2006 to survey paint colors. There were 1,200 MGs present at the show, but when the Zinns found their dream hue, the owner shared the paint formula. The biggest and best surprise came later—it was a perfect match for the Moss Motors piping.

Even though there were discouraging times, each step along the way held rewards. When the car was finally road worthy, the Zinns had fun driving the "Queen" around the Notre Dame Campus in South Bend, back where its journey began. They also took pride when the TD earned a first place trophy in July at the Mad Dogs and Englishmen car show at the Gilmore Museum near Kalamazoo, Michigan.

Now that the project is complete, the Zinns have plenty of time to enjoy it and show it off, and they love it. **BM**



The Zinns thank their pit crew:

Engine: John Stanford

Body/Paint: Dennis Listenberger

Neighbors (trailer, tools, help, ideas, etc.): Jim, Bill and Tom

Wiring Assistant: Steve

Answers: John Twist

Good Company: Mick the Cat

Dale and Judy Zinn's 1952 MGTD was a basket case when it came into their lives, as it had spent years in a disassembled state. Friends pitched in, however, and today the car looks beautiful. Speaking of baskets, the one now on the trunk adds just the right touch of charm, and was handmade by Judy.

The Winter Sale



Sale Valid 01/04/2010 thru 02/12/2010

Table of Contents:

Austin-Healey.....	34-35
Classic Mini.....	36
MG T-Series.....	36-37
MGA.....	38-39
MGB/C.....	40-43
Spitfire Mk IV & 1500.....	44-45
Sprite/Midget.....	45-48
TR2-4A.....	48-50
TR250/6.....	51-52
TR7/8.....	53



222-260

Mallory Dual Point Distributors



These distributors can be tailored to suit any engine tune. The Mallory dual point distributor is particularly well suited for Weber carb installations. Shaft must be drilled for drive dog (not included).

4 Cylinder, Not TR7 or Spit/Mid 1500	143-180	\$329.95	\$299.95
6 Cylinder, Not TR250/6	543-040	329.95	294.95



222-420



Grose Jets

Superior replacement to standard needle and seats. Double ball bearing design ensures years of trouble free service and no overflowing carburetors.

SU - H, HS, HD	386-390	\$10.95	\$8.95
SU - HIF	386-340	11.95	9.50
Zenith-Stromberg	386-350	11.95	9.50

Weber Downdraft Carburetor Kits

The Weber DGV two barrel progressive carburetor has proven to be the most popular replacement for worn out or damaged stock carburetors and gives a good combination of performance and economy in stock engines. Kits include instructions, carburetors, manifold/adapters, linkage and air filter. Please note that there is no provision for emission connections and some modifications will be required to meet standards.

MGB to 1974	222-260	\$589.95	\$529.95
MGB 1975-'80	222-265	589.95	529.95
Sprite/Midget 1275	222-275	589.95	529.95
Midget 1500 Water Choke	222-255	589.95	529.95
Midget 1500 Electric Choke	222-256	589.95	529.95
Midget 1500 Manual Choke	222-257	589.95	529.95
Spitfire 1500 Water Choke	222-255	589.95	529.95
Spitfire 1500 Electric Choke	222-256	589.95	529.95
Spitfire 1500 Manual Choke	222-257	589.95	529.95
TR6	222-420	1,199.95	1,099.95 <small>FREE</small>

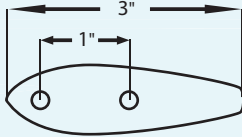
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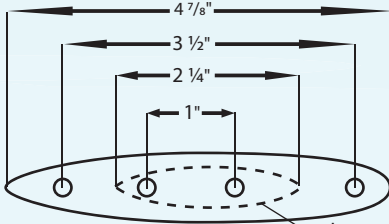
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222-390



222-372

short base

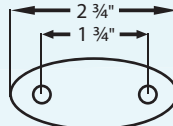
Bullet Mirrors

The combination mirror has two base options. Short base is 2 1/4" with bolt holes 1" apart. Long base is 4 7/8" with bolt holes 3 1/2" apart. The oversize lens mirror has a base 3" long, bolt holes 1" apart.

Combination Mirror	222-372	\$39.95	\$35.95
Oversize Lens Mirror	222-390	87.95	79.50



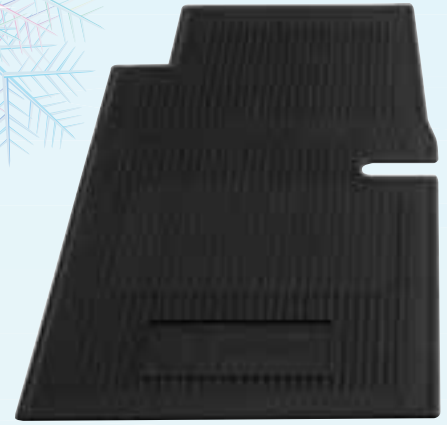
165-400/165-500
165-210/165-300



223-310

Lucas Style Reproduction Mirrors

Flat Wing/Door Mount	223-310	\$26.50	\$20.95
R/H Flat Lens	165-400	17.95	14.95
L/H Flat Lens	165-500	17.95	14.95
R/H Convex Lens	165-210	17.95	14.95
L/H Convex Lens	165-300	17.95	15.95



Rubber Floor Mats

Protect your carpets from dirt, wear and fading. If mats get dirty, hose them down and return them to the car. Set of two. Black.

Austin-Healey 100, 3000	021-430	\$31.95	\$28.50
MGA	241-810	31.95	25.95
MGB 1962-'67	241-840	31.95	28.95
MGB 1968 On	241-850	31.95	25.95
Triumph Spitfire MKIV - 1500	646-770	31.95	26.50
Sprite/Midget w/Side Curtains	241-870	39.95	35.95
Sprite MkIII & IV	241-880	31.95	28.95
Midget MkII - 1500	241-860	31.95	25.95
Triumph TR2-4A	646-750	31.95	26.50
Triumph TR250/6	646-750	31.95	26.50
Triumph TR7/8	646-760	31.95	28.95



Stem Mount Fog and Driving Lamps

Quality reproductions of the classic 5 1/2" Lucas 500 series SLR and SFT lamps as originally fitted to many cars of the '50s and '60s.

Driving Lamp	162-700	\$97.95	\$82.95
Fog Lamp	162-800	97.95	82.95



Silicone Brake Fluid

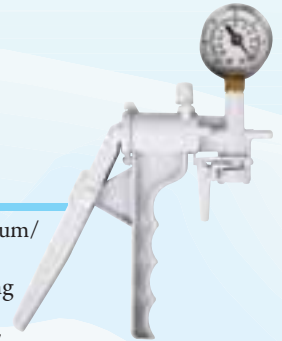
Will not absorb moisture from the air like ordinary brake fluids, resulting in longer life for brake cylinders and hoses. One quart is sufficient for fluid change in one car.

Silicone Brake Fluid	220-410	\$24.95	\$21.95
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Mityvac

This popular vacuum/pressure pump is perfect for bleeding hydraulic systems. Includes: vacuum/pressure pump, vacuum gauge, 1/4" tubing, automotive and brake bleeding adapter packages, reservoir jar and manual. Detailed instructions and ideas for additional uses.

Mityvac	386-215	\$49.95	\$44.95
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Carb Synchronizer

Used to synchronize airflow between multiple carbs, this is an indispensable tool for the serious home mechanic.

Carb Synchronizer	386-200	\$31.95	\$28.50
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Wire Wheels

Moss offers a huge selection of wire wheels and accessories for your classic car. Whether your car was originally equipped with wires or you just love the classic British style, we have the spoke design, size and finish that will look great on your baby. Don't forget knockoffs and inner tubes! See website or catalog for specific applications.

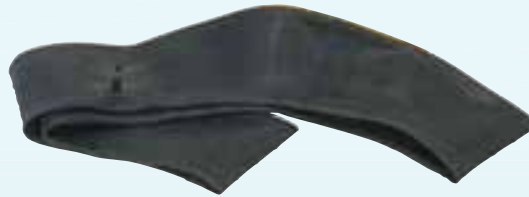
13" x 4", 60 spokes, Chrome	454-685	\$332.95	\$299.95	15" x 5", 72 spokes, Chrome	854-370	\$400.95	\$359.95
13" x 4", 60 spokes, Painted	454-675	229.95	206.95	15" x 5", 72 spokes, Painted	454-665	284.95	254.95
13" x 4.5", 60 spokes, Chrome	454-835	332.95	299.95	15" x 5.5", 70 spokes, Chrome	455-485	481.95	429.95
13" x 4.5", 60 spokes, Painted	454-805	238.95	214.95	15" x 5.5", 72 spokes, Chrome	454-730	438.95	394.95
14" x 4.5", 60 spokes, Chrome	454-635	332.95	299.95	15" x 5.5", 72 spokes, Chrome	854-380	499.95	449.95
14" x 4.5", 60 spokes, Painted	454-625	229.95	206.95	15" x 5.5", 72 spokes, Painted	454-720	311.95	279.95
14" x 5.5", 72 spokes, Chrome	454-825	411.95	369.95	15" x 5.5", 72 spokes, Painted	854-375	383.95	344.95
14" x 5.5", 72 spokes, Painted	454-815	290.95	259.95	15" x 6", 72 spokes, Chrome	854-300	378.95	339.95
15" x 4", 48 spokes, Chrome	454-615	350.95	309.95	15" x 6", 72 spokes, Painted	854-385	400.95	359.95
15" x 4", 48 spokes, Painted	454-610	232.95	209.95	15" x 6.5", 72 spokes, Chrome	854-415	485.95	429.95
15" x 4.5", 60 spokes, Chrome	454-630	365.95	329.95	15" x 6.5", 72 spokes, Chrome	854-425	485.95	429.95
15" x 4.5", 60 spokes, Painted	454-620	247.95	223.95	19" x 2.5", 48 spokes, Chrome	454-795	669.95	599.95
15" x 5", 72 spokes, Chrome	454-660	438.95	394.95	19" x 2.5", 48 spokes, Painted	454-600	509.95	459.95
15" x 5", 72 spokes, Chrome	854-290	383.95	344.95				



Flush-Fit Radio Antenna

This collapsible antenna locks when antenna is down. Requires 9½" depth to mount.

Flush Fit Antenna	386-970	\$11.95	\$9.95
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Inner Tubes

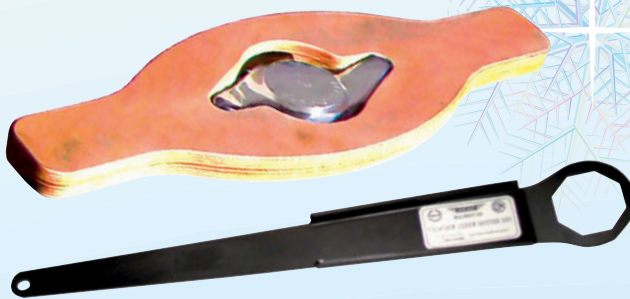
Designed for use with radial tires and have rubber covered valve stems. Can be used with bias-ply tires.

145 x 13"	452-725	\$17.95	\$14.95
155/165/175/185 x 14"	452-745	19.75	16.95
155/165 x 15"	452-755	21.95	18.50
175/185 x 15"	452-765	23.95	19.95



Knockoff Hammers

1 lb. Copper/Copper	386-000	\$38.95	\$32.95
2 lb. Copper/Copper	386-850	54.95	46.95
2 lb. Copper Rawhide	386-110	38.95	32.95
4 lb. Lead Alloy	386-180	45.50	39.95



Knockoff Wrenches

Long Handle - Safety Style	386-120	\$49.95	\$44.95
Long Handle - Eared Style	386-125	49.95	44.95
Wood - Eared Style	386-165	29.95	26.50
Fabric Cover - Long Handle Style	386-115	15.95	13.95

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Austin-Healey

BRAKE & CLUTCH	PART #	PRICE	SALE
Brake Disc - Front	BN7-BJ8 to (c)26704	021-170	\$74.95 \$57.95
Brake Disc - Front	BJ8 from (c)26705	021-201	44.95 38.95
Brake Drum - Rear	BN4-BJ8 wire wheels	021-359	99.95 87.95
Brake Hose	BN7-BJ8	021-162	19.95 16.95
Brake Master Cylinder	BN7, BT7, BJ7, BJ8 (with servo)	581-100	121.95 109.95
Brake Servo, Lockheed Replacement	BN7, BT7, BJ7, BJ8 (with servo)	981-173	599.95 499.95
Brake Shoe Set	BN1 C.E. 221536 to BJ8	519-031	49.95 42.95
Cable, Handbrake	BN4-BJ8	021-389	32.95 27.95
Cable, Handbrake	BN1, BN2	021-394	44.95 34.95
Caliper Piston - Front	BN7, BT7, BJ7; BJ8 to (c)26704	021-163	22.95 18.95
Caliper Piston - Front	BJ8 From (c)26705 On	582-000	21.95 14.50
Caliper Repair Kit	BN7 to BJ8 (c)26704	513-212	39.95 35.95
Caliper Repair Kit	BJ8 from (c)26704	583-000	29.95 25.95
Hose, Brake	BN6, BN7	584-050	17.70 14.50
Hose, Brake	BN1, BN2, BN4, BT7, BJ7, BJ8	584-071	19.25 13.95
Hose, Clutch	100-6, 3000	584-760	31.95 26.95
Master Cylinder - Clutch	BN4 from C.E.48863, BN6-BJ8	513-318	73.95 65.95
Master Cylinder - Clutch	BN4 to C.E.48862	513-323	137.95 116.95
Master Cylinder Assembly	100-4	021-142	298.95 263.95
Master Cylinder Repair Kit - 0.625"	BN4-BJ8	180-990	12.95 11.50
Master Cylinder Repair Kit - 0.75"	BN4 from C.E.48863, BN6	583-780	18.75 14.95
Master Cylinder Repair Kit - 0.75"	BN4 to C.E.48862	583-780	18.75 14.95
Master Cylinder Repair Kit - Brake	100-4	513-067	42.20 37.95
Pad Set, Brake, Semi-Metallic	BN7-BJ8 (to C26704)	517-005	27.95 20.95
Rear Wheel Cylinder, 3/4" Bore	BN7-BJ8	021-161	98.95 73.95
Slave Cylinder - Clutch	BN4 thru BJ8	513-316	49.95 39.95
Wheel Cylinder - Rear	BN1 from C.E.221536, BN2, BN4, BN6	021-159	22.95 18.95
Wheel Cylinder Repair Kit	AH 100-4, 7/8" Bore	021-145	28.95 25.95
Wheel Cylinder Repair Kit - Front	BN4, BN6 disc wheels	513-115	28.30 25.95
Wheel Cylinder Repair Kit - Rear	BN1 from C.E.221536, BN2, BN4, BN6	513-092	21.95 18.50
Wheel Cylinder Repair Kit - Rear	BN7, BT7, BJ7, BJ8	583-020	24.55 18.50
Wheel Cylinder, 1" Bore, L/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-146	52.95 46.95
Wheel Cylinder, 1" Bore, R/H	BN1 to C.E.221403, BN4, BN6 Wire Wheels	021-149	52.95 46.95
Wheel Cylinder, 7/8" Bore, L/H	BN1 from C.E.221404, BN2	021-144	74.95 65.95
Wheel Cylinder, 7/8" Bore, R/H	BN1 from C.E.221404, BN2	021-147	74.95 65.95
Wheel Cylinder, L/H - Front	BN4, BN6 disc wheels	021-152	74.95 65.95
Wheel Cylinder, R/H - Front	BN4, BN6 disc wheels	021-153	74.95 65.95
Wheel Cylinder, L/H - Rear	BN1 to C.E.221535	021-158	78.95 65.95
Wheel Cylinder, R/H - Rear	BN1 to C.E.221535	021-160	78.95 68.95
COOLING			
Cooling Fan, 6-Bladed	100-4	834-835	\$126.95 \$114.95
Radiator	100-6, 3000	834-990	799.95 699.95
Valve, Heater Control	100-6, 3000	021-573	32.50 27.95
Water Pump	BJ8 from 29K-H10272	580-010	104.95 88.95
Water Pump	BN4 thru BJ8 to 29K-H10271	835-020	89.95 79.50
DRIVETRAIN			
Angle Drive	BN1, BN2	768-020	\$223.95 \$198.95
Cable, Speedo, 42"	BN7 from (c)16039, BT7 from (c)15881, BJ7	021-385	19.95 16.95
Cable, Speedo, 42"	non-overdrive	021-385	19.95 16.95
Cable, Speedo, 48"	BN7 (c)5589 to 16038, BT7 (c)6775 to 15880	331-300	16.95 13.95
Cable, Speedo, 51"	BN7 from (c)16039, BT7 from (c)15881, BJ7	021-386	14.95 12.95
Cable, Speedo, 51"	with overdrive	021-386	14.95 12.95
Cable, Speedo, 54"	BN4, BN6, BN7 to (c)5588, BT7 to (c)6774	021-381	14.95 12.95
Cable, Speedo, 54"	BN7 (c)5589 to 16038, BT7 (c)6775 to 15880	021-381	14.95 12.95
Cable, Speedo, 63"	BN1, BN2	021-380	34.95 29.95
Cable, Tach, 29"	BN1, BN2, BN4 to C.E.38837	021-387	21.95 18.95
Cable, Tach, 48"	BN4 from C.E.38838, BN6, BN7, BT7, BJ7	021-388	19.95 16.95
Mount, Gearbox	BN1 from C.E.221012	011-146	14.95 12.50
Speedo Angle Drive	BN4-BJ8	021-511	56.95 47.95
ELECTRICAL			
Coil, Ignition	All	143-220	\$24.95 \$20.95
Distributor Cap	100-4	874-095	13.95 11.95
Distributor Cap, 6, Side Entry	BN4 thru BJ7 to (e)29F-H3562	872-802	39.95 35.95
Distributor Cap, 6, Side Entry	BJ7 from (e)29F-H3563, BJ8	874-060	36.95 32.95
Dog, Distributor Drive	BJ8	153-300	23.95 18.95
Flasher Lamp Assembly	BN4-BJ8	144-000	27.95 20.95
Headlamp Assy. 2 Adj. No Rim	from BN7 (c)2276, BT7 (c)2177 thru BJ8	144-800	79.95 68.95
Headlamp Assy. 3 Adj. No Rim	thru BN7 (c)2275, BT7 (c)2176	144-790	74.95 66.95
Headlamp Rim	BN4, BN6, BN7, BT7	164-080	34.95 29.95
Ignition Barrel w/Keys	All	163-500	11.95 10.95
Lamp, Flasher, Clear Lens	BN4-BJ8	544-050	29.10 21.95
Lamp, License Plate, Repro	All	144-200	27.95 21.50
Regulator, Voltage	BJ8	142-050	34.95 29.95
Rim, Headlamp	BN1 - BN2	560-180	24.95 20.95
Solenoid, Starter	All	546-020	23.95 18.95

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Austin-Healey continued

ELECTRICAL continued		PART #	PRICE	SALE
Starter - Gear Reduction	All	540-420	\$279.95	\$244.95
Switch, Headlamp	BJ8	141-230	34.95	29.95
Switch, Brake Light, Tapered Seat	BN7-BJ8	560-480	14.95	12.95
Switch, Push-Pull, w/Plain Knob	All	162-100	23.45	18.95
Switch, Toggle	BJ8	141-210	10.75	8.50
Switch, Wiper	BJ8	141-530	29.95	23.95
Wire Set, Ignition	100-4	571-080	29.95	26.50

ENGINE

Camshaft	100-6,3000	851-290	\$779.95	\$699.95 <small>FREE</small>
Camshaft Gear	100-6,3000	021-366	86.95	73.95
Crankshaft Gear	100-6,3000	021-367	59.95	49.95
Engine Mount - Front	100-6,3000	021-341	15.95	11.50
Gasket Set - Conversion	100-4	021-052	65.95	54.95
Gasket Set - Conversion	100-6, 3000	522-025	42.95	35.95
Gasket Set, Head (6 port)	100-6, 3000	524-051	69.95	58.95
Gasket Set, Head (2 Port)	BN4	524-050	131.95	109.95
Sprocket, Cam, w/o Oil Catcher	100-4	838-020	309.95	263.95
Valve Cover, Alloy, Engraved	100-4	852-095	355.95	319.95
Valve Cover, Polished	100-6, 3000	852-100	339.95	299.95
Valve, Exhaust, Stellite (6 port)	100-6, 3000	537-175	16.95	13.95

EXHAUST

Exhaust System, S/S	100-6 thru 3000 BJ7	610-120	\$451.95	\$399.95
Exhaust System, Stainless Steel	100-4	850-015	379.95	339.95
Front Muffler & Intermediate Pipe, L/H	BJ8	610-258	197.95	178.95

EXTERIOR

Bumper Bar - Front	BN4 thru BJ8	991-353	\$149.95	\$134.95
Seal, Windshield to Body	BN4-BT7	021-763	10.95	8.95
Glazing Rubber, Windshield	BN1 thru BT7	682-210	15.40	12.95
Grille	BN4, BN6, BN7/BT7 to (c)13750	870-060	419.95	369.95
Grille Surround, Lower	BN4, BN6, BN7/BT7 to (c)13750	870-100	38.95	34.95
Grille, Air Intake	BN4, BN6, BN7/BT7 to (c)13750	870-120	61.45	54.95
Grille, Air Intake On Hood	BN7/BT7 from (c)13751, BJ7, BJ8	031-349	59.95	51.95
Hood, Grille	BN7/BT7 from (c)13751, BJ7, BJ8	870-110	287.95	259.95
Luggage Rack	100-6, 3000	644-730	379.95	329.95
Override, Front & Rear	100-6, 3000	021-393	33.95	25.95
Prop Rod, Boot Lid	100-6, 3000	804-540	29.35	26.50
Rear Bumper Bar	100-6, 3000	991-356	139.95	124.95
Rocker Panel, L/H	100-6, 3000	021-880	54.95	48.95
Rocker Panel, L/H	100-4	855-950	66.95	53.95
Rocker Panel, R/H	100-6, 3000	021-881	54.95	48.95
Rocker Panel, R/H	100-4	855-960	66.95	53.95
Seal, Windshield Frame To Cowl	BJ7, BJ8	021-764	20.95	16.95
Sealing Rubber, Trunk Lid	100-6, 3000	021-775	17.95	14.50
Stay, Telescoping, Boot Lid	100-4	804-530	35.95	31.95
Surround Assembly, Air Intake	100-6, 3000	031-351	69.95	57.95
Upper Grille Surround	BN4, BN6, BN7/BT7 to (c)13750	870-090	298.95	269.95
Wiper Arm	BJ7, BJ8	164-950	16.75	12.95
Wiper Arm, 9.5", Collet Type	BN1	560-400	18.95	16.95
Wiper Arm, 9.5"	BN2, BN4, BN6, BN7, BT7	164-990	16.95	13.95

FUEL SYSTEM & EMISSION

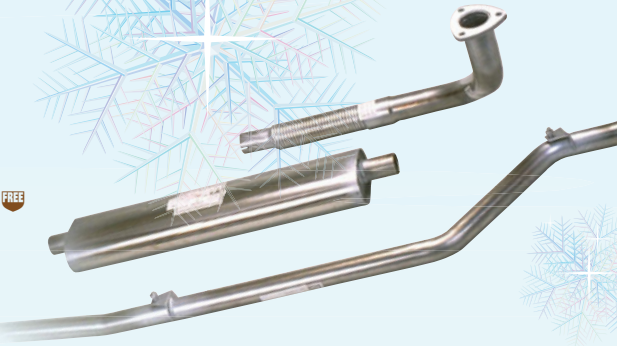
Cable, Choke	100-4	734-100	\$54.95	\$46.95
Cable, Choke	BN7 from (c)5234, BT7 from (c)5310	734-130	20.95	17.95
Cable, Choke - Primary	BJ8	734-190	28.95	25.95
Gas Tank, Premium Quality	BN4 from C.E. 68960 thru BJ8	021-800	289.95	246.95
Point Set, Fuel Pump	BN4 to C.E. 60412	377-080	27.95	23.50
Sending Unit, Fuel Tank	All Except BJ8	021-570	46.95	39.95
Sending Unit, Fuel Tank	BJ8	021-571	46.95	39.95

INTERIOR

Escutcheon Assy, Door Handle	BN4 thru BT7	470-600	\$11.60	\$9.50
Handle, Window Winder	BJ7, BJ8	031-318	33.95	26.50
Mirror, Dash Mount	BN1 Thru BJ8 to (b)73213	165-150	10.75	8.95
Mirror, Dash Mount	BJ8 from (b)73214	165-160	28.95	21.50
Pull Handle	BJ7-BJ8	803-440	22.95	19.50
Shift Boot, Center Shift	BN7 from (c)16039, BT7 from 15881, BJ7, BJ8	021-338	10.95	9.95

SUSPENSION & STEERING

Center Tie-Rod Center - Pair	BN2 from C.E. 228932 to BJ7 to (c)19190	667-580	\$39.95	\$31.95
King Pin Set (2 sides)	All	021-188	159.95	118.95
Leaf Spring	100-4	021-581	145.95	124.95
Leaf Spring	BJ8 from (c)26704	021-583	129.95	109.95
Tie Rod End Set	BN1, BN2 to C.E. 228931	021-181	47.95	35.95
Tie Rod End Set	BT7/BJ7 From (c)19191, BJ8	021-182	39.95	31.95

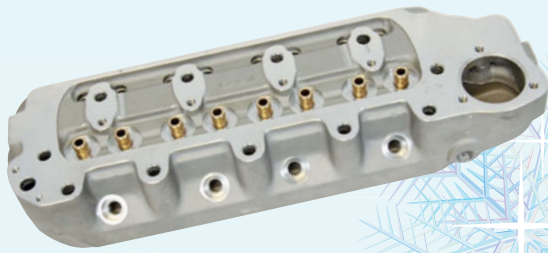


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The Winter Sale

01/04/2010 thru 02/12/2010



Classic Mini

BRAKE & CLUTCH		PART #	PRICE	SALE
Brake Shoe Set	All	182-175	\$16.75	\$12.95
Caliper Piston - Front	1989 on (12" wheels)	181-925	17.70	12.95
Caliper Repair Kit	1989 on (12" wheels)	071-514	10.95	8.75
Master Cylinder Repair Kit - Clutch	Late Spec	180-965	23.95	19.95
Slave Cylinder - Clutch	Diaphragm Clutches	180-655	59.95	49.95
Wheel Cylinder, Rear	67 on	180-385	28.95	24.50
COOLING				
Sleeve, Thermostat Blanking	All	434-135	\$21.40	\$16.95
ELECTRICAL				
Coil, Ignition	to 1982	143-220	\$24.95	\$20.95
Coil, Ignition	1982 on	143-230	29.95	18.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95	39.95
Headlamp Assy, 2 Adj. No Rim	LHD, 2 adjuster	144-800	79.95	68.95
Regulator, Voltage	Thru 1967	542-100	43.95	34.95
Solenoid	All	131-505	13.95	9.95
ENGINE				
Cylinder Head - Alloy	1275	451-875	\$1,359.95	\$1,199.95 <small>FREE</small>
Oil Pump, Pin Drive	848-1098 pre A+	435-630	54.95	49.95
Sprocket, Crankshaft	All	460-435	22.95	18.50
Sprocket, Single Row, Camshaft	998cc A+, Cooper 1300	460-525	23.95	18.95
Thumb Nuts, Valve Cover - Pair	All	460-118	17.70	15.95
Valve Cover - Alloy	948-1275	224-530	84.95	68.95
Valve, Exhaust, Stellite	1275	423-335	15.75	13.95
EXTERIOR				
Mirror Assy, Flat, L/H Door	All	165-135	\$38.95	\$32.95
Mirror Assy, Flat, R/H Door	All	165-170	38.95	32.95
Pump, w/s Washer - Electric	1976 to VIN107477	361-180	18.95	15.95
INTERIOR				
Seatbelt Captive Plate	All	222-115	\$10.55	\$9.50

MG T-Series

BRAKE & CLUTCH		PART #	PRICE	SALE
Boot And Cup, Rear Wheel Cylinder	TD-TF	180-950	\$12.95	\$9.50
Brake Drum	TD-TF wire wheels	264-320	189.95	149.95
Brake Shoe Set, 4 Shoes	TD-TF	182-130	99.95	73.95
Brake Shoe Set, 4 Shoes	TC	182-110	209.95	188.95
Cable, Handbrake	TD-TF	331-060	43.95	39.95
Hose, Brake	TD-TF	180-840	37.95	31.95
Master Cylinder, Brake	TD-TF	180-730	275.95	233.95
Master Cylinder, Brake	TC	180-608	399.95	339.95
Master Cylinder, Brake, Repl	TD-TF	181-195	179.95	152.95
Pipe Set, Brakes	TD-TF	183-168	114.95	99.95
Wheel Cylinder Front	TD-TF	180-620	49.95	42.95
Wheel Cylinder, Front	TC	180-590	119.95	95.95
Wheel Cylinder, Rear	TC	180-580	119.95	99.95
Wheel Cylinder, Rear	TD-TF	180-630	99.95	84.95
COOLING				
Housing & OE Type Thermostat	TC-TD	434-168	\$139.95	\$109.95
Pulley, Water Pump	All	434-060	84.95	71.95
Radiator Assy, w/HD Core	TC-TD	453-980	599.95	529.95
Radiator Cap	TC-TD	202-010	79.95	68.95
Water Pump	All	434-010	174.95	157.95
DRIVETRAIN				
Axle Shaft	TD-TF	453-220	\$214.95	\$182.95
Cap, Pinion Oil Seal	TC	265-198	138.95	116.95
Rear Mount	TC	410-040	49.95	42.95
U-Joint, w/Zerk	All	268-060	20.95	17.95
ELECTRICAL				
Bucket Assy, Headlamp, Chrome	49 EXU TC & TD	143-310	\$309.85	\$279.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	All	143-265	44.95	39.95
Coil, Ignition, Q12 Type, w/Nut	All	143-210	61.95	51.95
Generator, New	TD, TF	140-300	199.95	159.95
Harness, Cloth	TD to (c)18882 (with turn signals & dash-mount dimmer switch)	356-140	354.95	309.95
Horn, Altette	TC	165-900	259.95	215.95
Lamp, License Plate, Repro	49 EXU TC - TD - TF	144-200	27.95	21.50
Rim, Headlamp, Chromed	TF	164-000	24.95	19.95
Socket Assy, 2 Contact, Wing lamp	All	157-600	36.95	31.95
Starter	TD, TF	140-400	134.95	107.95
Switch, Horn Push/Dip	TC-TD to (c)18882	140-700	69.95	58.95
Switch, Ignition	TC-TD	141-510	169.95	143.95
Switch, Starter	TD-TF	145-800	34.95	29.95

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OPEN 7 DAYS A WEEK

MG T-Series continued

ELECTRICAL continued

		PART #	PRICE	SALE
Tach Reduction Gearbox	All	360-010	\$109.95	\$93.95
Tail Lamp Assy, Split D-Type	TC	143-900	129.95	99.95
Turn Signal Switch	TD, TF	162-400	149.95	127.95

ENGINE

Adaptor, Spin-On Oil Filter	TD from (e)14224 & TF	235-865	\$97.95	\$87.95
Bearing Set, Camshaft	All	424-968	162.95	138.95
Bolt, Nut Set, Connecting Rod	All	321-268	99.95	89.95
Conversion Kit, Rear Main Seal	All	433-418	224.95	199.95
Crankshaft, Forged	All	451-490	2,595.00	2,199.95 <small>FREE</small>
Engine Mount, Front	TD-TF	411-010	49.95	42.95
Gasket Set, Engine	1250cc to (e)22734	297-708	153.95	138.95
Gasket Set, Engine	1250cc from (e)22735	297-808	149.95	134.95
Gasket, Cylinder Head	1250cc to (e)22734	290-000	71.95	64.95
Gasket, Cylinder Head	1250cc from (e)22735	290-100	59.95	53.95
Gear Set, Oil Pump (2 Gears)	All	435-128	149.95	134.95
Piston Set, .040	1250cc engines	420-058	269.95	229.95
Piston Set, .060	1250cc engines	420-068	269.95	229.95
Piston Set, .080	1250cc engines	420-078	279.95	233.95
Pulley, Crankshaft	All	433-470	89.95	76.95
Rebuild Kit, Oil Pump	All	435-088	295.95	249.95
Shaft, w/Gear, Oil Pump	All	435-090	97.95	87.95
Valve Cover, OE Type Cast Alloy	TC	224-225	199.95	159.95
Valve Cover, OE Type Cast Alloy	TD	224-226	199.95	159.95
Valve Set	TD MKII-TF	423-068	178.95	149.95

EXTERIOR

Badge Bar	TD-TF	451-060	\$64.95	\$54.95
Bracket, Bumper, Front	TD-TF	454-020	45.95	38.95
Bumper Set, Front & Rear	TD	111-108	609.95	499.95
Door Handle Set	TD-TF	401-608	77.95	65.95
Door Hinge Set	TC	401-858	299.95	254.95
Door Lock And Handle Set	TD-TF	402-178	274.95	229.95
Facebar Kit, Front And Rear	TD	110-608	434.95	359.96
Facebar, Front Bumper	TD-TF	453-010	164.95	139.95
Facebar, Rear Bumper	TD	453-020	164.95	139.95
Facebar, Rear Bumper	TF	453-030	164.95	139.95
Grille - Zinc Plated	TC-TD	454-170	99.95	84.95
Hinge Set, Brass	TD-TF	402-018	269.95	229.95
Hood Handle Set	TC	406-868	82.95	69.95
Luggage Rack, Doretti Style	TD	243-705	239.95	198.95
Panel Set, Gas Tank End	TD	451-648	179.95	161.95
Rubber Set, Body	TF	281-538	233.95	198.95
Rubber Set, Body	TD to (c)21302 (Early)	281-518	256.95	215.95
Slat Set, Grille	TF	454-148	299.95	254.95
Strip Set, Running Boards	TD	281-248	66.95	56.95
Windwing Set, Plexiglass	All	240-100	109.95	98.95

FUEL SYSTEM & EMISSION

Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	\$45.95	\$41.95
Cable, Choke, OE Type	TD	331-290	36.95	32.95
Cable, Choke, OE Type	TC	331-380	89.95	79.50
Cable, Slow Run, OE Type	TC	331-390	89.95	79.50
Carb Kit 1-1/4 (H2)	TC-TD	375-218	124.95	111.95
Carb Kit, Master, H2 X 2	TC-TD	375-508	146.95	131.95
Fuel Pump, Electronic, SU, +Grd	TC-TD-TF to (c) 1509 Pos. ground	377-215	228.95	199.95
Fuel Pump, SU	TC - TF to (c)1509	376-990	259.95	229.95
Point Set, Fuel Pump	All	377-080	27.95	23.50
Sending Unit, Fuel Warning Lamp	All	360-050	59.95	49.95

INTERIOR

Cable, Starter, OE Type	TC	331-370	\$89.95	\$79.50
Door Lock, Interior, L/H	All	401-100	79.95	66.95
Door Lock, Interior, R/H	All	401-200	79.95	66.95
Gearbox Cover w/Boot	TC	281-288	234.95	198.95
Striker Plate w/Wedge & Screws	TC	401-308	44.95	38.95
Striker Plate w/Wedge, Door	TD-TF	401-408	44.95	38.95
Wheel, Steering	TD-TF	454-230	299.95	254.95
Wheel, Steering, Brooklands	TA (late)-TB-TC	454-240	439.95	373.95

SUSPENSION & STEERING

Bush Set, Front, V8 Type	TD-TF	280-498	\$13.95	\$9.50
Rubber Set, Suspension	TD-TF	281-558	176.95	149.95
Shock Kit, Tube, Rear, Koni	TD-TF	267-658	579.95	509.95



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The Winter Sale

01/04/2010 thru 02/12/2010



MGA

BRAKE & CLUTCH

		PART #	PRICE	SALE
Boot And Cup, Brake Wheel Cyl.	1500, 1600, MKII	180-950	\$12.95	\$9.50
Brake Caliper Repair Kit	MGA 1600	180-980	10.95	7.50
Brake Disc	MGA Twin Cam	182-160	49.95	44.95
Brake Disc	1500, 1600, MKII	182-180	74.65	58.95
Brake Drum, Front	1500 Wire Wheel	264-780	119.95	99.95
Cable, Handbrake	Disc Wheel	331-100	21.35	17.95
Cable, Handbrake	Wire Wheel	331-130	22.45	18.95
Caliper Piston - Front	1600, MKII	180-740	77.95	62.95
Hose, Brake	1500, 1600, MKII	180-830	24.95	18.50
Hose, Clutch	1500, 1600, MKII	180-821	16.95	12.50
Master Cylinder - Clutch/Brake	1500	180-670	359.95	323.95
Master Cylinder - Clutch/Brake	1600, MKII	180-750	439.95	394.95
Master Cylinder Assembly	MGA Twin Cam & MkII Deluxe	180-770	299.95	269.95
Master Cylinder Repair Kit - 0.625"	Twin Cam & MKII Deluxe	180-990	12.95	11.50
Master Cylinder Repair Kit - Brake/Clutch	1500, 1600, MKII	180-970	12.55	9.95
Master Cylinder Repair Kit - Dunlop Cylinder	Twin Cam & MKII Deluxe	180-780	24.95	21.95
Master Cylinder Repair Kit - Non-Original				
Cylinder	Twin Cam & MKII Deluxe	180-495	23.85	21.50
Rear Caliper Repair Kit	Twin Cam & MKII Deluxe	181-610	46.95	39.95
Shoe Set, 4 Shoes	1500, 1600, MKII	182-150	37.95	28.95
Slave Cylinder - Clutch	Twin Cam, Deluxe	513-316	49.95	39.95
Slave Cylinder, Classic Gold	1500, 1600, MKII	180-715	63.95	54.95
Wheel Cylinder	1500 front drum brakes	180-640	36.95	29.95
Wheel Cylinder	1500 front drum brakes	180-650	36.95	29.95
Wheel Cylinder Repair Kit - Front	1500 front drum brakes	180-458	37.95	31.95
Wheel Cylinder, Rear	1500, 1600, MKII	180-630	99.95	84.95

COOLING

Cooling Fan	All	460-930	\$101.95	\$86.95
Radiator Assembly	All Except Twin Cam	456-050	259.95	219.95
Sleeve, Thermostat Blanking	All	434-135	21.40	16.95
Valve, Heater Shut Off	All	360-410	28.95	21.50
Water Pump, Less Pulley	All Except Twin Cam	460-950	54.95	46.95

DRIVETRAIN

Bush, Rear Gearbox Mount	All	413-040	\$13.35	\$9.50
Cable, Speedo, 66"	LHD only	331-110	17.95	14.95
Cable, Tach, 38"	LHD only	331-120	18.95	15.95
Cable, Tach, 48"	RHD only	021-388	19.95	16.95
U-Joint, w/Zerk	All	268-060	20.95	17.95

ELECTRICAL

Base, Tail Lamp, Chrome	1500 & 1600	159-300	\$23.75	\$18.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	All	143-265	44.95	39.95
Cover, Lens & Gasket, Map Light	All	144-100	23.95	21.50
Distributor Cap	All	163-800	13.95	10.95
Dog, Distributor Drive	All	153-300	23.95	18.95
Flasher Lamp Assembly	All	144-000	27.95	20.95
Headlamp Assy. 2 Adj. No Rim	1600 from (c)70222	144-800	79.95	68.95
Headlamp Assy. 3 Adj. No Rim	1500 & 1600 to (c)70221	144-790	74.95	66.95
Ignition Lock Barrel w/Keys	All	163-500	11.95	10.95
Lamp, License Plate, Repro	All	144-200	27.95	21.50
Lamp, Tail	1500 & 1600	143-800	37.95	29.95
Lens, Red Tail/Brake, Lucas	1500 & 1600	159-200	12.20	9.50
Regulator, Voltage	All	542-100	43.95	34.95
Rim, Headlamp, Chromed	All	164-000	24.95	19.95
Starter	All	140-400	134.95	107.95
Switch, Push-Pull, w/Knob	All	162-100	23.45	18.95
Switch, Starter	All	145-800	34.95	29.95
Turn Signal Switch	All	162-400	149.95	127.95
Wire Set, Ignition	All	171-628	42.95	35.95

ENGINE

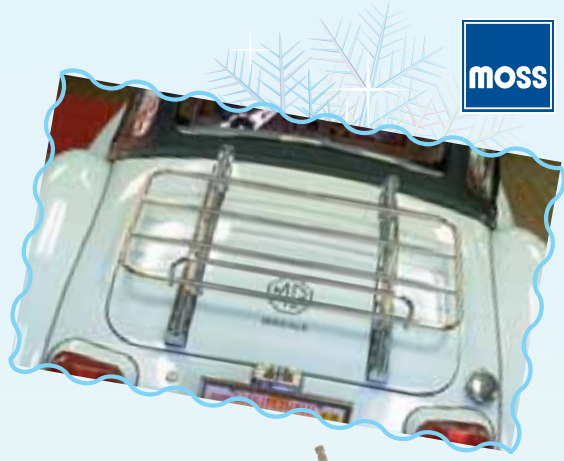
Camshaft	All Except Twin Cam	451-320	\$239.95	\$215.95
Cylinder Head Gasket Set	MGA Twin Cam	296-460	144.95	122.95
Gasket Set, Conversion	All Except Twin Cam	296-430	19.95	16.95
Gasket Set, Head	All Except Twin Cam	296-420	21.95	18.95
Mount, Engine, L/H	All	413-020	11.95	10.95
Mount, Engine, R/H	1500, 1600, MKII	413-010	11.95	10.95
Nut, Valve Cover, w/MG Crest	All Except Twin Cam	460-119	17.25	15.95
Oil Pump	All	460-730	69.95	58.95
Sprocket, Cam	All Except Twin Cam	460-540	19.20	14.95
Sprocket, Crankshaft	All Except Twin Cam	460-420	19.20	14.95
Tensioner, Timing Chain	All Except Twin Cam	460-560	11.95	9.95
Thumb Nuts Valve Cover Pair	All Except Twin Cam	460-118	17.70	15.95
Valve Cover - Alloy	All Except Twin Cam	224-508	109.95	87.95
Valve, Exhaust, Stellite	1500 - 1600	423-115	15.75	13.95
Valve, Exhaust, Stellite	MKII (1622)	423-155	15.75	13.95

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MGA continued

EXHAUST		PART #	PRICE	SALE
Exhaust System, Stainless Steel		1500, 1600, MKII	454-875	\$326.95 \$294.95
EXTERIOR				
Badge Bar, Chrome	All	453-400	\$130.95	\$109.95
Bumper Bar - Front	All	454-880	124.95	111.95
Glazing Rubber - Front	Coupe	280-940	69.95	62.95
Luggage Rack, Factory Option	All	244-700	399.95	339.95
Mud Flap Set	All	222-610	19.95	16.95
Overrider	All	454-940	29.95	25.95
Prop Rod Trunklid	All	453-900	26.95	21.95
Rear Bumper	All	453-170	99.95	79.50
Rocker Panel, L/H	All	456-720	59.95	53.95
Rocker Panel, R/H	All	456-730	59.95	53.95
Shell & Grille Assy. Recessed	MKII	990-090	269.95	242.95
Trunk Seal 11 Ft	All	280-714	14.95	12.50
Wheelbox Kit	All	145-200	45.95	38.95
Wiper Arm, 9.5"	LHD only	164-990	16.95	13.95
FUEL SYSTEM & EMISSION				
Air Filter	All	372-040	\$14.95	\$11.50
Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	45.95	41.95
Cable, Choke, Knob w/C	All	331-350	26.50	19.50
Point Set, Fuel Pump	All	377-080	27.95	23.50
INTERIOR				
Escutcheon Assy	All	470-600	\$11.60	\$9.50
Handle, Window Winder	All	472-110	20.20	16.95
Mirror, Interior	All	165-100	21.95	16.50
SUSPENSION & STEERING				
Bush Set, Front Suspension, V8	All	280-498	\$13.95	\$9.50
Coupling Joint Assy.	All	263-090	89.95	76.95
Steering Rack And Pinion	LHD	263-100	258.95	206.95



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The Winter Sale

01/04/2010 thru 02/12/2010



MGB

BRAKE & CLUTCH		PART #	PRICE	SALE
Brake Caliper Repair Kit	MGB	180-980	\$10.95	\$7.50
Brake Disc - Front	MGC	021-201	44.95	38.95
Brake Drum	Banjo Rear Axle	264-810	99.95	84.95
Brake Drum	Tubed Type Rear Axle	264-820	44.95	38.95
Brake Hose	MGC	021-162	19.95	16.95
Brake Master Cylinder	1962-'67	180-755	129.95	89.95
Brake Shoe Set	MGB	182-100	27.95	21.95
Brake Shoe Set	MGC	780-741	43.95	39.95
Cable, Handbrake	RD to (c)132922, banjo type axle	331-100	21.35	17.95
Cable, Handbrake	RD to (c)132922, banjo type axle	331-130	22.45	18.95
Cable, Handbrake	MGC	780-179	26.85	21.95
Cable, Handbrake - Disc Wheels	RD (c)132923 to 138400, GT to (c)139471	331-250	22.95	19.50
Cable, Handbrake - Disc Wheels	1968-'74 1/2 Disc Wheel	331-500	20.95	17.95
Cable, Handbrake - Disc Wheels	RD (c)360301 to 415000, GT from (c)361001 on	331-520	21.95	18.50
Cable, Handbrake - Disc Wheels	RD from (c)415001 on	331-540	22.95	19.50
Cable, Handbrake - Wire Wheels	RD (c)132923 to 138400, GT to (c)139471	331-260	21.95	18.50
Cable, Handbrake - Wire Wheels	1968-'74 1/2 Wire Wheel	331-510	20.95	17.95
Cable, Handbrake - Wire Wheels	RD (c)360301 to 415000, GT from (c)361001 on	331-530	21.95	18.50
Cable, Handbrake - Wire Wheels	RD from (c)415001 on	331-550	21.00	18.95
Caliper Piston - Front	MGB	180-745	15.95	12.50
Caliper Piston - Front	MGC	582-000	21.95	14.50
Caliper Repair Kit	MGC	583-000	29.95	25.95
Clutch Kit	MGC	780-808	265.80	224.95
Clutch Kit - Borg & Beck	MGB	190-808	149.95	127.95
Disc, Front Brake	MGB	182-171	28.95	21.50
Hose, Brake	MGC	584-045	19.95	17.95
Hose, Brake	MGC	584-046	15.95	12.50
Hose, Brake - Front	MGB to 1976	180-895	27.95	23.50
Hose, Brake - Front	MGB 1977-'80	180-885	21.95	16.50
Hose, Brake - Rear	MGB	180-835	16.95	13.95
Hose, Clutch	MGB	180-821	16.95	12.50
Hose, Clutch	MGC	584-050	17.70	14.50
Master Cylinder	Dual Line, Non-Servo	180-765	199.95	159.95
Master Cylinder - Clutch	1962-'67	180-675	99.95	89.95
Master Cylinder - Clutch	1968-'80, O.E. Design	180-695	139.95	118.95
Master Cylinder Repair Kit - 0.625"	MGC	180-990	12.95	11.50
Master Cylinder Repair Kit - Brake	w/o Concentric Circles	180-205	17.95	14.50
Master Cylinder Repair Kit - Brake	Marked w/Concentric Circles	180-905	19.60	16.95
Master Cylinder Repair Kit - Clutch	All	180-965	23.95	19.95
Master Cylinder, Brake, Repro	MGB 1968-'74	180-767	159.95	135.95
Rear Wheel Cylinder (.800" Bore Size)	All RD, GT To (c)138400	180-635	33.95	28.95
Slave Cylinder - Clutch	MGB	180-715	63.95	54.95
Wheel Cylinder, Rear	MGC	780-635	29.95	24.95
Wheel Cylinder, Rear	MGB GT	180-645	52.50	41.95
COOLING				
Cooling Fan, 3 Blade	RD to (c)138400 GT to (c)139471	434-310	\$101.95	\$79.50
Cooling Fan, 7-Bladed	RD (c)306257 to 410000, GT (c)309326 On	434-340	89.95	76.95
Heater Valve	MGB	360-410	28.95	21.50
Radiator	1962-'67	456-880	239.95	208.95
Radiator	1968-'75	459-660	249.95	224.95
Radiator	1976-'80	459-675	239.95	215.95
Sleeve, Thermostat Blanking	All	434-135	21.40	16.95
Thermostat, 165F, 74C	MGC	071-232	11.95	8.95
Valve, Heater	MGC to CD1-2603	780-410	54.90	43.95
Water Pump	18G/GA Engines, 1962-'64	434-000	74.95	59.95
Water Pump	18GB Thru GK Engines, 1965-'71	434-030	43.95	36.95
Water Pump	1972-'74	434-035	47.95	39.95
Water Pump	18V Engines, 1974 1/2-'80	434-045	38.95	32.95
Water Pump	MGC	434-260	118.80	99.95
DRIVETRAIN				
Cable, G/Box To Indicator	All	331-440	\$16.75	\$13.95
Cable, Speedo	All	331-560	17.95	14.95
Cable, Speedo	All	331-565	16.75	13.95
Cable, Speedo, 36"	All	732-000	18.95	15.95
Cable, Speedo, 48"	All	331-300	16.95	13.95
Cable, Speedo, 54"	All	021-381	14.95	12.95
Cable, Speedo, 54"	w/o Service Indicator	021-381	14.95	12.95
Cable, Speedo, 69"	All	331-190	16.75	13.95
Cable, Speedo, 72"	All	331-430	16.75	13.95
Cable, Speedo, G/Box To Indicator	w/Service Indicator	331-445	16.75	13.95
Cable, Tach	All	331-200	18.95	15.95
Mount, Gearbox	MGC	780-800	10.95	9.50
Speedo Angle Drive	1963 on	021-511	56.95	47.95
U-Joint, w/Zerk	All	268-060	20.95	17.95

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MGB continued

ELECTRICAL	PART #	PRICE	SALE
Alternator	1978-'80	130-100	\$129.95 \$98.95
Coil, Ignition	1968-'74	143-220	24.95 20.95
Coil, Ignition	1975-'80	143-230	29.95 18.95
Coil, Ignition, Lucas Sports	1962-'74	143-200	39.95 29.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95 39.95
Control Unit	RD/GT from (c)138401 to 158230	130-440	78.45 68.95
Courtesy Lamp	1972-'76	158-920	23.95 18.95
Cover, Lens & Gasket, Map Light	RD/GT to (c)258000, 1962-'71	144-100	23.95 21.50
Distributor Cap	1980, 1975-'79 "Opus"	151-880	11.95 9.95
Distributor Cap	distributors #40897, 41155, and 41156	163-800	13.95 10.95
Dog, Distributor Drive	All	153-300	23.95 18.95
Front Side Marker, L/H	1970 on	164-845	79.95 69.95
Front Side Marker, R/H	1970 on	164-855	79.95 69.95
Headlamp Assy. 2 Adj. No Rim	All	144-810	79.85 68.95
Ignition Barrel w/Keys	All	163-500	11.95 10.95
Lamp Assy, License, Chrome	RD/GT from (c)339095 to 409140	144-220	31.95 28.50
Lamp, License Plate, Black	RD/GT from (c)409140 on	144-230	19.95 17.95
Lamp, Reverse	1967 On	144-590	29.95 20.95
Rear Side Lamp, L/H	RD From (c)187211	164-865	79.95 69.95
Rear Side Lamp, R/H	RD From (c)187211	164-875	79.95 69.95
Regulator, Voltage	#23716, 23737	130-280	19.95 16.95
Regulator, Voltage	#L23804, 23756	130-290	29.95 25.95
Rim, Headlamp, w/o Notch	All	164-010	21.95 18.50
Side/Flasher Lamp Assy. Clear/Clear	1962-'67	143-955	59.95 47.95
Side/Flasher Lamp Assy., Replacement	1970-'74 1/2	143-970	49.95 44.95
Solenoid, Starter	#25660	131-400	79.95 66.95
Solenoid, Starter	1962-'65	546-020	23.95 18.95
Solenoid, Starter, Am	#25654	131-450	34.95 29.95
Starter, Hi Torque	1963-'67	541-545	294.95 247.95
Steering Lock And Switch Assy. Replacement	1970-'74	263-610	82.95 68.95
Switch	RD/GT to (c)90001	141-230	34.95 29.95
Switch, Dash Lights	All	141-420	23.95 19.95
Switch, Brake Light	Dual Line Systems	181-980	23.95 19.50
Switch, Brake Light	1968 on	181-980	23.95 19.50
Switch, Hazard Warning	All	141-430	39.95 29.95
Switch, Hazard Warning w/Bezel	1973-'76	141-635	41.95 33.95
Switch, Heater Fan	MGB & GT 1973-'76	141-270	21.95 16.50
Switch, Heater Fan	All	141-410	39.95 29.95
Switch, Lighting	RD from (c)294251, GT from (c)296001	141-275	22.95 19.50
Switch, Lighting, Replacement	RD to (c)294250, GT to (c)296000	141-260	28.95 21.50
Switch, Oil Pressure	RD from (c)294251 on, GT from (c)296001 on	141-715	13.95 10.95
Switch, Push-Pull, w/Knob	All	162-100	23.45 18.95
Switch, Side & Headlamp	RD/GT from (c)90002	542-050	34.95 29.95
Switch, Toggle	RD to (c)61015	141-210	10.75 8.50
Switch, Wiper	RD	141-530	29.95 23.95
Switch, Wiper	GT	141-610	49.95 39.95
Switch, Wiper/Washer	MGB 1977 on	141-855	74.95 65.95
Switch, Wiper/Washer/OD	1968-'72	141-825	99.95 87.95
Switch, Wiper/Washer/OD	1973-'76	141-845	109.95 96.95
Tail Lamp Assy.	1970-'80	144-395	104.95 87.95
Transmitter, Oil Press.	1968-'72	131-580	124.95 104.95
Turn Signal Switch	1962-'67	141-770	79.95 69.95
Turn Signal/Dimmer Switch	1971-'72	141-820	99.95 87.95
Turn Signal/Dimmer Switch	1973	141-830	67.95 57.95
Turn Signal/Dimmer Switch	1974-'76	141-840	69.95 54.95
Turn Signal/Dimmer/Horn Switch	1977-'80	141-850	78.95 68.95
Turn Signal/Horn/Dimmer Switch	1968-'70	141-810	79.95 66.95
Wire Set, Ignition	18G/GA/GB	171-628	42.95 35.95
Wire Set, Ignition	Top Entry Cap	171-658	14.95 11.50

ENGINE

Camshaft	18G/GA Engines	451-320	\$239.95 \$215.95
Camshaft	1965-'80	451-335	229.95 195.95
Cylinder Head - Alloy, Assembled	Thru 1967	451-806	1,499.95 1,244.95 <small>FREE</small>
Cylinder Head - Alloy, Assembled	1968-'80	451-816	1,499.95 1,244.95 <small>FREE</small>
Gasket Set, Conversion	3 main engines	297-510	18.95 14.95
Gasket Set, Conversion	5 main engines	297-522	19.95 15.95
Gasket Set, Cylinder Head	1962-'74	297-303	27.95 21.95
Gasket Set, Head	1975-'80	297-322	29.95 23.95
Mount, Engine, Front	MGC	780-091	59.95 53.95
Mount, Engine, L/H	RD to (c)360300, GT to (c)361000	413-020	11.95 10.95
Mount, Engine, R/H	RD to (c)360300, GT to (c)361000	413-010	11.95 10.95
Nut, Valve Cover, w/MG Crest	All	460-119	17.25 15.95
Oil Pump	3 Main	460-730	69.95 58.95
Oil Pump	5 Main	435-600	76.95 64.95
Sprocket Cam	18V engines	460-545	34.95 27.95
Sprocket Crank	18V engines	460-425	19.95 15.95
Sprocket, Cam	18G thru GK	460-540	19.20 14.95

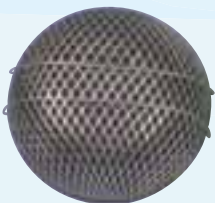


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EASY ONLINE ORDERING



The Winter Sale

01/04/2010 thru 02/12/2010



MGB continued

ENGINE continued		PART #	PRICE	SALE
Sprocket, Crankshaft	18G thru GK engines	460-420	\$19.20	\$14.95
Tensioner, Timing Chain	All	460-560	11.95	9.95
Thumb Nuts, Valve Cover - Pair	All	460-118	17.70	15.95
Valve Cover - Alloy	All	224-508	109.95	87.95
Valve, Exhaust, Stellite	18G/GA/GB/GF Engines	423-155	15.75	13.95
Valve, Exhaust, Stellite	1968-'80	423-165	17.95	15.95
EXHAUST		PART #	PRICE	SALE
Catalytic Converter, Replacement	MGB 1975-'80	444-175	\$255.95	\$229.95
Exhaust System, Stainless Steel	1963-'74	454-560	549.95	479.95
Exhaust System, Stainless Steel	1975	454-570	474.95	409.95
Stainless Steel Exhaust System	1976-'80	454-745	449.95	399.95
EXTERIOR		PART #	PRICE	SALE
Bumper Bar - Front	1962-'74	453-090	\$124.95	\$109.95
Bumper Kit - Front, w/All Chrome Overrides	1962-'69	453-808	229.95	198.95
Bumper Kit - Front, w/Rubber Tip Overrides	1970-'74	453-818	229.95	198.95
Door Mirror, L/H	1968-'71	165-220	84.95	71.95
Floor Panel, L/H	1968 On	458-950	113.95	99.95
Floor Panel, R/H	1968 On	458-955	113.95	99.95
Glass, Vent Window	RD	458-780	32.40	28.95
Glazing Rubber, Windshield	RD	282-420	33.95	28.95
Glazing Rubber, Windshield	GT	282-430	44.95	32.95
Grille Assembly	1962-'69	454-140	199.95	179.95
Grille Assembly, Complete	1973-'74 1/2	455-340	187.95	169.95
Grille-Black Finish	1974 1/2 On	475-250	61.15	47.95
Hood Prop Rod	1962-'70	457-470	20.95	17.95
Hood Prop, Telescopic	RD/GT (c)219001 on	457-445	24.95	21.50
Hood Stay, Self Trigger	1971-on	457-535	31.95	28.95
Hood, Steel	All	457-250	189.95	161.95
Kit, Door Lock Retainer, Repl	1965-'80	402-195	26.95	21.95
Lock Assembly, w/Two Keys	All	402-180	43.30	38.95
Luggage Rack	1962-approx. 74	244-710	399.95	359.95
Mirror Assy, Flat, L/H Door	1974-'80	165-135	38.95	32.95
Mirror Assy, Flat, R/H Door	1974-'80	165-170	38.95	32.95
Mirror Head, Day/Night	1970-on	165-245	37.95	29.95
Mirror, L/H Door, Black	1974-'80	165-190	35.95	29.95
Mirror, R/H Door	1968-'71	165-250	94.95	84.95
Mirror, R/H Door, Black	1974-'80	165-195	35.95	29.95
Moulding Set, Without Mounting Hardware	All	453-488	39.95	35.95
Mud Flap Set	All	222-610	19.95	16.95
Outer Tailgate Seal	GT	282-490	24.95	19.50
Override Rear R/H	1971 to early '74	453-115	39.95	33.95
Override, Front	1970-'74	454-315	29.95	26.50
Override, Front Bumper	1962-'69	454-310	34.95	29.95
Override, L/H	1971-'74	453-105	39.95	33.95
Override, L/H, Rear	1962-'69	454-320	32.95	29.95
Override, R/H, Rear	1962-'69	454-330	32.95	29.95
Prop, Trunk Lid, Telescopic	1971 on	457-465	22.95	19.50
Prop, Trunk Lid, Self Trigger	1971 on	457-540	31.95	28.95
Pump, Windshield Washer	RD/GT (c)329017 on	361-180	18.95	15.95
Rear Bumper	1962-'74	453-100	159.95	139.95
Rocker Panel, L/H	All	457-150	124.95	99.95
Rocker Panel, R/H	All	457-160	124.95	104.95
Seal, Trunk Lid	1962-'76	282-480	18.95	16.95
Trunk Seal	1977-'80	282-475	17.40	14.50
Wheel Trim Rings, Set Of 4	MGB Rostyle Wheels	455-378	91.80	77.95
Wheelbox	RD(c)138401 on	145-270	43.95	36.95
Wiper Arm	RD (c)158231 to 164063	164-630	25.50	20.95
Wiper Arm	RD (c)164064 To 294250	164-640	21.95	17.95
Wiper Arm	GT (c)158231 to 296000	164-670	34.95	27.95
Wiper Arm	RD to (c)158230	164-950	16.75	12.95
Wiper Arm	GT to (c)158230	560-380	16.95	12.50
Wiper Arm, 1973 On	RD (c)294251 On	164-650	23.95	19.95
Wiper Arm, Black	GT (c)296001 on	164-680	27.95	23.50
Wiper Blade, 13", Satin	GT (c)158231 to 296000	165-050	15.95	12.50
FUEL SYSTEM & EMISSION		PART #	PRICE	SALE
Air Filter	1 3/4" Stromberg	223-240	\$48.95	\$43.95
Air Filter, Round 1 1/4"	All	223-260	44.95	41.95
Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	45.95	41.95
Cable, Choke	1970-'71	331-480	17.30	14.50
Cable, Choke	MGC	780-754	17.80	15.95
Cable, Choke, Knob w/ "C"	1962-'67	331-225	18.95	15.95
Cable, Throttle	RD (c)367901 to 428510	331-465	15.10	12.95
Cable, Throttle	RD (c)428511 on	331-475	12.95	10.95
Cable, Throttle	MGC	780-020	20.50	17.95
EGR Valve	All	367-080	49.95	39.95
Gas Tank	RD to (c)48765	456-810	609.95	479.95

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MGB continued

FUEL SYSTEM & EMISSION continued		PART #	PRICE	SALE
Gas Tank	1970-'75	471-202	\$249.95	\$199.96
Gas Tank	RD (c)415001 on	471-222	249.95	199.95
Gas Tank, Non Vented, Aftermarket	1965-'69	456-775	239.95	198.95
Manual Choke Conversion	Single Zenith-Stromberg	386-325	139.95	124.95
Point Set, Fuel Pump	RD (c)44439 on, all GT	377-080	27.95	23.50
Sending Unit (Ft5301/19)	Jaeger gauge, 1962-'64	360-640	47.95	41.95
Sending Unit, Fuel Gauge	RD (c)415001 On	360-655	28.95	24.50
Sending Unit, Fuel Tank	RD (c)48766 to 415000, all GT	360-660	28.95	24.50

INTERIOR

Cable, Hood Release	All	406-030	\$16.65	\$13.95
Console, Padded	1962-'71	453-800	109.95	98.95
Cover, Dash Top	1968-'71	453-890	49.95	43.95
Cover, Dash Top	1972-'76	453-895	49.95	43.95
Cover, Dash Top	1977-'80	453-905	49.95	43.95
Handle, Door Pull, w/End Brkts	RD/GT to (c)258000 (through 1971)	472-240	12.60	11.50
Handle, Window Winder, Chrome	RD (c)138401 on, GT (c)139472 on	472-540	19.95	17.95
Inertia Seatbelt, Black	1974-on	222-025	99.95	89.95
Interior Mirror	RD 1970-'80	165-115	49.95	39.95
Mirror, Interior	RD 1962-'67	165-110	18.95	14.50
Nut, Captive, Seatbelt Mount	1962-'72	222-185	22.95	18.50
Plate, Door Sill	RD (c)187211 on, GT (c)187841 on	240-640	33.95	28.95
Threshold Plates, Stainless Steel	All	240-630	33.95	26.95
Window Handle	RD to (c)138400, GT to (c)139471	472-230	11.90	9.95
Seat Set, Classic, Black	All	641-315	1,499.95	1,199.95 <small>FREE</small>

SUSPENSION & STEERING

Bearing Kit	All	125-850	\$33.95	\$28.95
Bearing Kit, Banjo Axle	All	125-860	49.95	44.95
Bearing Kit, Front	All	125-840	21.95	18.50
Bush Set, Front Suspension, V8	All	280-498	13.95	9.50
King Pin Set	All	264-418	109.95	94.95
Leaf Spring	RD thru 1974	454-760	105.95	95.95
Major Suspension Kit	MGB	264-408	169.95	144.95
Rack & Pinion	Chrome Bumper Cars	453-619	169.95	144.95
Rack & Pinion	Rubber Bumper Cars	453-627	169.95	149.95
Rack & Pinion Assy	MGC	453-621	269.95	229.95
Rack Seal Set, Replacement	All	263-380	16.95	12.95
Shock, Front	MGC	780-121	40.25	34.95
Spring, Rear, 7 Leaf	GT (c)361001 on	454-765	115.95	99.95
Tie Rod End, Pair	MGC	263-390	18.95	14.50
Tie Rod End, Pair	All	263-390	18.95	14.50
U-Joint Assy, Steering	RD (c)360301, GT (c)361001	263-095	59.95	49.95
U-Joint Coupling Assy.	RD To (c)360300, GT To (c)361000	263-090	89.95	76.95



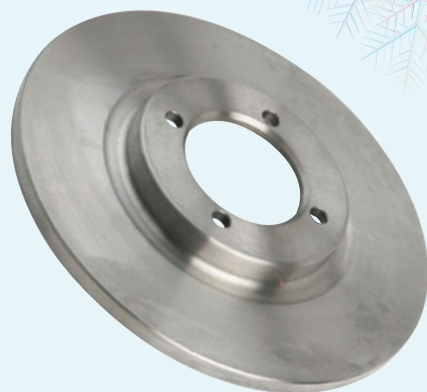
The Perfect Gift

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The Winter Sale

01/04/2010 thru 02/12/2010



Spitfire Mk IV & 1500

BRAKE & CLUTCH

		PART #	PRICE	SALE
Brake Drum	All	586-530	\$74.95	\$47.95
Brake Hose	1500	021-162	19.95	16.95
Brake Master Cylinder	1968-'75	580-100	259.95	233.95
Brake Master Cylinder	1976 on	580-110	229.95	206.95
Brake Shoe Set	All	585-320	23.95	19.95
Clutch Kit	1971-'72	593-060	174.95	147.95
Clutch Kit, Quinton-Hazel	1500	190-995	144.95	122.95
Disc, Front Brake	All	586-521	22.95	19.50
Hose, Brake, Rear, OEM	MkIV	584-045	19.95	17.95
Hose, Brake, Rear	1971-'74	584-046	15.95	12.50
Hose, Brake, Front	1971-'74	584-110	25.75	21.50
Master Cylinder - Clutch	All	581-121	68.95	62.95
Master Cylinder Repair Kit - Clutch	All	180-990	12.95	11.50
Master Cylinder Repair Kit - Brake	1971-'75	583-210	26.95	19.50
Master Cylinder Repair Kit - Brake	1976-'80	583-220	21.95	18.50
Pad Set, Brake, Semi-Metallic	1968 On	585-577	27.95	20.95
Slave Cylinder - Clutch	1968-'77	580-785	68.95	58.95
Slave Cylinder - Clutch	1978-'80	580-795	62.95	52.95
Slave Cylinder - Clutch	1978-'80	580-790	134.85	114.95
Wheel Cylinder 18 mm	1976 on	580-090	22.95	18.95
Wheel Cylinder Repair Kit - 18 mm	1976 on	583-180	11.45	8.95
Wheel Cylinder Repair Kit - 5/8"	1971-'75	583-240	11.95	10.95
Wheel Cylinder, 5/8" Bore	1971-'75	580-080	19.95	15.95

COOLING

Valve, Heater	1971-'78	635-265	\$27.95	\$23.50
Water Pump	1971-'74	835-645	61.95	54.95

DRIVETRAIN

Boot, Shift Lever	All	680-595	\$26.95	\$21.95
Cable, Counter To Speedo	1975-'76	731-070	18.95	15.95
Cable, Speedo, Non-O/D	1971-'74	731-050	22.45	18.95
Cable, Speedo, O/D	1971-'74	731-060	18.95	15.95
Cable, Speedo, O/D	1977-'80	731-110	21.55	18.50
Cable, Speedo, Non-O/D	1977-'80	731-100	18.35	15.95
Cable, Speedo, G/Box To Counter, Non-O/D	1975-'76	731-080	25.95	21.95
Cable, Speedo, G/Box To Counter, O/D	1975-'76	731-090	22.45	18.95
Mount, Overdrive	D-Type and J-Type O/D	810-310	21.95	17.95
Speedo Angle Drive	with O/D	021-511	56.95	47.95
U-Joint, w/Zerk	All	268-060	20.95	17.95

ELECTRICAL

Alternator, Lucas	1968-'80	130-100	\$129.95	\$98.95
Coil, Ignition	thru 1974	143-220	24.95	20.95
Coil, Ignition	1975-'80	143-230	29.95	18.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95	39.95
Headlamp Assy. 2 Adj. No Rim	All	144-800	79.95	68.95
Lamp Assy, License, Chrome	1973-'76	144-220	31.95	28.50
Lamp, License Plate, Black	1977-'80	144-230	19.95	17.95
Sender Oil Pressure	12mm Dia., 3 Contacts	071-124	10.95	9.95
Solenoid	1974-'80	131-505	13.95	9.95
Starter	All	140-400	134.95	107.95
Switch Oil Pressure	10mm Dia., 3 Contacts	760-200	21.95	18.50
Switch, Ignition	1971-'73	667-865	49.95	42.95
Switch, Ignition	1974-'76	667-875	54.95	43.95
Switch, Turn Signal	1971-'76	560-080	44.95	41.95
Switch, Turn, Flash, Dip, Horn	1977-'80	570-250	125.95	104.95
Wire Set, Ignition	1969-'80	171-670	14.95	12.50

ENGINE

Camshaft, Standard	1300 (e) FK25001E & 1500	851-330	\$254.95	\$215.95
Crank Sprocket 1-Row	All	837-105	28.95	25.95
Gasket Set, Conversion	1500	694-152	18.70	16.95
Gasket Set, Cylinder Head	1500	694-142	30.95	24.50
Gear, Cam, Single Row	All	838-205	28.95	24.95
Oil Pump	1300, 1500 to (e) FM59898E	836-125	99.95	89.95
Oil Pump	1500(e) FM59899E	836-130	96.95	86.95
Valve Cover, Polished Rib	1300, 1500 Thru 1976	224-550	84.95	68.95

EXHAUST

Exhaust System S/S	1975-'77 Fed (to FM60005)	862-190	\$344.95	\$309.95
Muffler	1300, 1971-'72	862-150	144.95	127.95

EXTERIOR

Lock Barrel Assy	All	804-665	\$51.95	\$46.95
Pump, w/s Washer	1977-'80	361-180	18.95	15.95
Rocker Panel, L/H, Repro	All	867-340	109.95	98.95
Rocker Panel, R/H, Repro	All	867-350	109.95	98.95

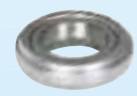
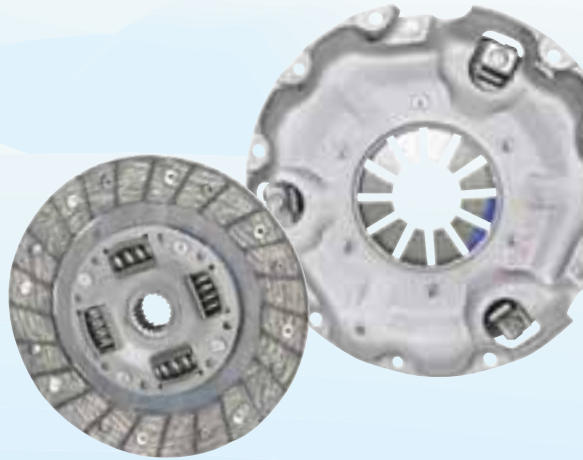
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OPEN 7 DAYS A WEEK

Spitfire Mk IV & 1500 continued

EXTERIOR continued		PART #	PRICE	SALE
Seal, Outer, Door Glass	All	804-690	\$18.95	\$15.95
Seal, Windshield To Frame	All	681-240	39.95	35.95
Wiper Blade, 13", Satin	1971-'75	165-050	15.95	12.50
FUEL SYSTEM & EMISSION				
Air Filter	1 3/4" Stromberg	223-240	\$48.95	\$43.95
Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	45.95	41.95
Cable, Throttle	1971-'74, 1975-'78 Fed (to FM80000)	734-290	14.15	11.95
Cable, Throttle	1978-'80 (from FM80001)	734-310	15.15	12.95
Fuel Pump	1300, 1971-'72	377-425	54.50	43.95
Fuel Pump, Mechanical	1500 TO (e)FM93157E, 1973-'78	377-400	32.95	29.95
Manual Choke Conversion	Single Zenith-Stromberg	386-325	139.95	124.95
Sending Unit, Fuel Tank	All	857-700	53.95	45.95
INTERIOR				
Handle Window Winder	All	803-355	\$19.95	\$17.95
Sill Plate, S/S	All	601-530	44.95	41.95
SUSPENSION & STEERING				
Ball Joint - Upper	All	661-095	\$19.95	\$17.95
Bearing Kit, Front	All	525-215	32.95	27.95
Bearing Kit, Rear Hub	All	525-235	37.95	31.95
Coupling Strg. Column	All	667-395	59.95	49.95
Major Front Suspension Kit	All	660-028	169.95	127.95
Rack & Pinion Assy.	All	667-900	209.95	139.50
Rack Boot Kit	All	680-058	19.95	14.95
Rear Trunnion Kit	All	674-935	14.00	9.50
Socket-Inner Tie rod	All	667-400	11.75	9.50
Tie Rod End Set	All	668-040	28.95	21.95
Trunnion Seal Kit, Front	All	661-485	31.95	26.95
WHEELS				
Hub Cap	All	661-365	\$79.95	\$66.95

Sprite/Midget

BRAKE & CLUTCH		PART #	PRICE	SALE
Boot And Cup, Brake Wheel Cyl	Sprite to HAN6-20544, Midget to GAN1-13554	180-950	\$12.95	\$9.50
Brake Shoe Set	Late 948 thru 1500	182-175	16.75	12.95
Brake Shoe Set, Front	To HAN6-20544, Midget to GAN1-13554	182-120	19.75	14.50
Brake Shoe Set, Rear	To HAN6-20544, Midget to GAN1-13554	182-140	19.75	15.95
Cable, Handbrake	948 thru 1500 (c)182000	331-660	24.25	19.95
Cable, Handbrake	1500 from (c)182001	331-670	22.95	19.50
Cable, Handbrake	1500 from (c)182001	331-680	28.95	24.50
Caliper Piston - Front	Sprite/Midget	181-925	17.70	12.95
Caliper Repair Kit	Disc Brake Cars	071-514	10.95	8.75
Clutch Kit, Borg & Beck	948	190-960	357.95	299.95
Clutch Kit, Borg & Beck	1963-'66 1098	190-970	289.95	257.95
Clutch Kit, Quinton-Hazel	1967-'74 1275	190-985	147.95	127.95
Clutch Kit, Quinton-Hazel	1500	190-995	144.95	122.95
Disc, Front Brake - Steel Wheel	All	182-156	24.95	18.95
Disc, Front Brake - Wire Wheel	All	182-146	21.95	18.50
Hose, Brake - Front (Drum Brakes)	To HAN6-20544, GAN1-13554	180-355	19.95	16.95
Hose, Brake - Front (Disc Brakes)	1963 On	180-375	34.95	29.95
Hose, Brake - Rear	To HAN6-20544, GAN1-13554	180-895	27.95	23.50
Hose, Clutch	1275	180-821	16.95	12.50
Hose, Clutch	1500	180-845	28.85	21.50
Master Cylinder	1275, 1500 Dual Line System	180-345	229.95	195.95
Master Cylinder - Clutch/Brake	1958-'63	180-670	359.95	323.95
Master Cylinder Repair Kit - Brake	1275, 1500 Dual Line System	180-205	17.95	14.50
Master Cylinder Repair Kit - Brake	some 1967 cars single line system	180-905	19.60	16.95
Master Cylinder Repair Kit - Brake/Clutch	1098	180-565	13.95	9.50
Master Cylinder Repair Kit - Brake/Clutch	948	180-970	12.55	9.95
Master Cylinder, Brake	some 1967 cars single line system	180-585	99.95	84.95
Master Cylinder, Lockheed Replacement	1275, 1500	180-625	89.95	76.95
Pad Set, Brake, Semi-Metallic	Disc Brake Cars	071-539	27.95	20.95
Rear Brake Drum	All	181-885	34.95	25.95
Slave Cylinder - Clutch	1958-'66 948, 1098	180-655	59.95	49.95
Slave Cylinder - Clutch	1967-'74 1275	180-667	59.95	47.95
Slave Cylinder - Clutch	1975-'79 1500	180-705	44.95	38.95
Slave Cylinder Clutch 7/8"	948, 1098	180-657	42.95	34.95
Slave Cylinder Repair Kit - Clutch	1500	180-955	10.35	7.50
Wheel Cylinder - LH, Front	To HAN6-20544, to GAN1-13554	180-650	36.95	29.95
Wheel Cylinder - RH, Front	To HAN6-20544, To GAN1-13554	180-640	36.95	29.95
Wheel Cylinder 7/8", Rear	Sprite 20545 to 24731, Midget 13555 to 16183	180-446	32.95	27.95
Wheel Cylinder Repair Kit - Front	To HAN6-20544, To GAN1-13554	180-458	37.95	31.95
Wheel Cylinder, Rear	1098, 1275	180-385	28.95	24.50
Wheel Cylinder, Rear	1500	180-395	23.95	19.95
Wheel Cylinder, Rear	To HAN6-20544, To GAN1-13554	181-285	39.95	35.95



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The Winter Sale

01/04/2010 thru 02/12/2010



Sprite/Midget continued

COOLING		PART #	PRICE	SALE
Cooling Fan, 6 Blade Plastic	1968-'74	434-560	\$49.95	\$42.95
Cooling Fan, Blades Sold Each	Thru 1967	434-550	23.80	19.95
Fan Kit, Electric, 10"	All	231-678	129.95	116.95
Radiator, Cross Flow	Thru 1967	459-740	184.95	166.95
Radiator, Vertical Flow	1958-'67	459-730	299.95	269.95
Sleeve, Thermostat Blanking	All	434-135	21.40	16.95
Valve, Heater	948, 1098, 1275	360-400	32.95	24.50
Water Pump	948, 1275 (e)12CD/H1745	434-540	31.65	26.50
DRIVETRAIN				
Cable, Counter To Speedo	1975-'77	331-610	\$16.75	\$13.95
Cable, G/Box To Speedo	(c)1880001 - 200000, 1977 except CA	331-585	21.35	17.95
Cable, G/Box To Speedo	1979-'80	331-595	21.95	18.50
Cable, Speedo, 48"	1275 from 1968 on	331-300	16.95	13.95
Cable, Speedo, 54"	948, 1098, 1275 thru 1967	021-381	14.95	12.95
Cable, Tach, 36"	All	732-000	18.95	15.95
U-Joint, w/Zerk	All	268-060	20.95	17.95
ELECTRICAL				
Base, Tail Lamp, Chrome	Bugeye	159-300	\$23.75	\$18.95
Coil, Ignition	thru 1275	143-220	24.95	20.95
Coil, Ignition	1500	143-230	29.95	18.95
Coil, Ignition, Lucas Sports	Not for ballasted ignition systems (not for 1500)	143-200	39.95	29.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95	39.95
Courtesy Lamp	Sprite MkIII on, Midget MkII on	158-920	23.95	18.95
Distributor Cap	Early side-entry	163-800	13.95	10.95
Dog, Distributor Drive	948-1275	153-300	23.95	18.95
Flasher Lamp Assembly	Bugeye	144-000	27.95	20.95
Front Side Marker, L/H	Midget 1970 on	164-845	79.95	69.95
Front Side Marker, R/H	Midget 1970 on	164-855	79.95	69.95
Generator, New	1958-'61	140-300	199.95	159.95
Headlamp Assy. 2 Adj. No Rim	from Bugeye (c)19015 thru 1974	144-800	79.95	68.95
Headlamp Assy. 2 Adj. No Rim	Midget 1500	144-810	79.85	68.95
Headlamp, 7" Halogen	All with 7" headlights	156-875	37.95	33.95
Ignition Barrel w/Keys	948-1098	163-500	11.95	10.95
Lamp Assy, License, Chrome	Midget 1500 to (c)182000	144-220	31.95	28.50
Lamp, Flasher, Clear Lens	Bugeye	544-050	29.10	21.95
Lamp, License Plate	Midget 1970-'74 split rear bumper	144-180	74.95	66.95
Lamp, License Plate, Black	Midget 1500 from (c)182001	144-230	19.95	17.95
Lamp, License Plate, Repro	all thru 1969	144-200	27.95	21.50
Lamp, Reverse	1275 & 1500	144-590	29.95	20.95
Lamp, Side/Flasher	Midget 1500	164-155	123.95	99.95
Lamp, Tail	Bugeye	143-800	37.95	29.95
Lens, Red Tail/Brake, Lucas	Bugeye	159-200	12.20	9.50
Lighter, Cigarette	All	142-270	17.95	14.95
Regulator, Voltage	1972-'80, (23716)	130-280	19.95	16.95
Regulator, Voltage	1972-'80, (L23804, 23748)	130-290	29.95	25.95
Regulator, Voltage	1098 & 1275	542-100	43.95	34.95
Rim, Headlamp	all except Bugeye	560-180	24.95	20.95
Rim, Headlamp, Chromed	Bugeye	164-000	24.95	19.95
Solenoid, Starter	1500	131-505	13.95	9.95
Solenoid, Starter	1964-'67	546-020	23.95	18.95
Starter	All	140-400	134.95	107.95
Steering Lock And Switch Assy. Replacement	1970-'74	263-610	82.95	68.95
Switch, Brake Light	1275 & 1500	181-980	23.95	19.50
Switch, Hazard Warning w/Bezel	1275 from 1973, All 1500	141-635	41.95	33.95
Switch, Headlamp	Sprite MkII-IV, Midget Mk I-III thru 1967	141-230	34.95	29.95
Switch, Heater Fan	All	141-270	21.95	16.50
Switch, Lighting	1275 from (c)123751-1500	141-275	22.95	19.50
Switch, Lighting, Replacement	1275 to (c)123750	141-260	28.95	21.50
Switch, Oil Pressure	1500 Fed, CA thru 1977	141-715	13.95	10.95
Switch, Starter	Sprite MkI-II, Midget MkI	145-800	34.95	29.95
Switch, Wiper	Sprite MkII & III, Midget Mk I & II	141-530	29.95	23.95
Switch, Wiper, w/Plain Knob	Bugeye	162-100	23.45	18.95
Switch, Wiper/Washer	1500 1978-'79	141-855	74.95	65.95
Switch, Wiper/Washer/OD	1968-'73	141-825	99.95	87.95
Switch, Wiper/Washer/OD	1974-'77	141-845	109.95	96.95
Tail Lamp Assy.	1970-'79	144-395	104.95	87.95
Turn Signal Switch	Bugeye, AH MkII, MG MkI	141-200	31.95	25.95
Turn Signal Switch	1964-'67	141-770	79.95	69.95
Turn Signal/Dimmer Switch	1971-'73	141-830	67.95	57.95
Turn Signal/Dimmer Switch	1974-'77	141-840	69.95	54.95
Turn Signal/Dimmer/Horn Switch	1978-'79	141-850	78.95	68.95
Turn Signal/Horn/Dimmer Switch	1968-'70	141-810	79.95	66.95
Wire Set, Ignition	948, 1098, 1275	171-628	42.95	35.95
Wire Set, Ignition	Midget 1500	171-670	14.95	12.50

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Sprite/Midget continued

ENGINE	PART #	PRICE	SALE
Camshaft, Standard	1500	851-330 \$254.95	\$215.95
Crank Sprocket 1-Row	1500	837-105 28.95	25.95
Cylinder Head - Alloy	1275	451-875 1,359.95	1,199.95
Cylinder Head Gasket Set	948, 1098	296-640 23.95	21.50
Gasket Set, Conversion	948, 1098 (10 CG)	296-662 28.95	22.95
Gasket Set, Conversion	1098 (10 CC)	296-672 21.95	17.95
Gasket Set, Conversion	1275	296-682 21.95	18.50
Gasket Set, Conversion	1500	694-152 18.70	16.95
Gasket Set, Cylinder Head	948, 1098	296-642 21.95	17.95
Gasket Set, Cylinder Head	1275	296-652 25.95	19.50
Gear, Cam, Single Row	1500	838-205 28.95	24.95
Mount, Engine	1500	810-120 21.95	18.50
Nut, Valve Cover, w/MG Crest	Midget	460-119 17.25	15.95
Oil Pump	1500	836-125 99.95	89.95
Oil Pump, Pin Drive	948, 1098	435-630 54.95	49.95
Oil Pump, Star Drive	1275	435-640 40.95	36.95
Sprocket, Camshaft	1275	833-430 28.95	19.50
Sprocket, Crankshaft	948, 1098	460-435 22.95	18.50
Sprocket, Crankshaft	1275	460-445 27.75	21.95
Sprocket, Single Row, Camshaft	948, 1098	460-525 23.95	18.95
Thumb Nuts, Valve Cover - Pair	Midget	460-118 17.70	15.95
Valve Cover - Alloy	948-1275	224-530 84.95	68.95
Valve Cover - Alloy	1500	224-550 84.95	68.95
Valve, Exhaust, Stellite	1275	423-335 15.75	13.95
EXHAUST			
Exhaust System, Stainless Steel	948	452-000 \$279.95	\$249.95
Exhaust System, Stainless Steel	1098, 1275 (1967)	452-010 289.95	259.95
Exhaust System, Stainless Steel	1275 1968-73	452-015 289.95	259.95
Exhaust System, Stainless Steel	1275 (1974)	452-025 399.95	359.95
Exhaust System, Stainless Steel	1500	452-030 439.95	394.95
EXTERIOR			
Badge Bar, Chromed	Sprite/Midget (does not fit Bugeye & 1500)	451-085 \$89.95	\$76.95
Badge Bar, w/Driving Light Mounts	Sprite/Midget (does not fit Bugeye & 1500)	451-075 129.95	109.95
Base, Door Mirror	All	165-630 19.25	15.95
Bonnet Stay	Bugeye	406-980 63.95	57.95
Bootlid Stay, Telescopic	1971-'80	407-010 22.95	19.95
Bumper Bar - Front	948, 1098, 1275 to 1969	400-240 197.95	168.95
Bumper Bar - Front	1970-'74	400-270 244.95	208.95
Bumper, L/H Rear	Midget 1970-'74	400-330 74.95	59.95
Filler Strip, Glazing Rubber	Sprite from (c)5477, Midget MKI	282-445 13.95	11.50
Frame Seal, Windshield - Bottom	Sprite from (c)5477, Midget MKI	680-870 14.45	11.50
Glass, Vent Window, L/H	All	459-935 128.15	114.95
Glass, Vent Window, R/H	All	459-930 128.15	114.95
Glazing Rubber, Windshield	From Sprite MkIII, Midget MKII 1964-'79	281-995 29.65	21.95
Grille	Midget 1962-'69	459-790 429.95	379.95
Grille	Midget 1970-'74	459-800 499.95	449.95
Grille Assembly	AH 1962-'69	459-780 299.95	269.95
Grille, Black Painted	1500	459-810 49.95	44.95
Handle Bonnet Release	Bugeye	401-870 55.80	47.95
Hood Prop, Telescopic	Midget from (c)89501 (from approx.1971)	457-445 24.95	21.50
Kit, Door Lock Retainer	Sprite/Midget 1964-'80	402-195 26.95	21.95
Luggage Rack, Stainless Steel	All	244-730 329.95	279.95
Mirror Assy, Flat, L/H Door	All	165-135 38.95	32.95
Mirror Assy, Flat, R/H Door	All	165-170 38.95	32.95
Mirror, L/H Door, Black	All	165-190 35.95	29.95
Mirror, R/H Door, Black	All	165-195 35.95	29.95
Outer Sill, L/H	1500	455-025 83.95	75.95
Outer Sill, L/H, 1 Jack Point	Except 1500	455-495 78.95	69.95
Outer Sill, R/H	1500	455-015 83.95	75.95
Outer Sill, R/H, 1 Jack Point	Except 1500	455-490 78.95	69.95
Override Ft/Rr	Midget 1970-'74	400-310 38.95	28.95
Pump, Windshield Washer	1275 & 1500	361-180 18.95	15.95
Rear Bumper Bar	1961-'69	853-100 299.95	239.95
Rear Bumper R/H	Midget 1970-'74	400-320 74.95	59.95
Seal, Windshield To Body	Bugeye to (c)5476	680-875 16.45	12.95
Seal, Door Top R/H	All	282-170 10.95	8.95
Seal, Door Top, L/H	All	282-175 10.95	8.95
Seal, Windshield to Body	From Sprite MkIII, Midget MKII 1964-'79	282-025 19.95	14.50
Self Triggering Trunk Stay	1971-'80	406-985 30.95	27.95
Trunk Handle Assy	All except Bugeye	470-445 34.95	29.95
Trunk Seal	All except Bugeye	282-155 16.95	12.50
Wheelbox Kit	Sprite Mkl-II, Midget MklI	145-200 45.95	38.95
Wiper Arm	1969-'72	164-610 24.40	20.95
Wiper Arm, 8.5"	Thru '67	165-005 16.95	13.95
Wiper Arm, Black	1977-'80	164-635 17.70	15.95
Wiper Blade, 9"	1969-'72	165-055 12.95	11.50
Wiper Blade, Black	1977-'80	165-045 19.95	16.95



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The Winter Sale

01/04/2010 thru 02/12/2010

Sprite/Midget continued

FUEL SYSTEM & EMISSION		PART #	PRICE	SALE
Air Filter	Midget 1500	950-710	\$16.95	\$14.95
Air Filter, Round	1 1/4"	223-260	44.95	41.95
Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	45.95	41.95
Cable, Choke	1500 w/o auto choke	331-650	17.50	14.50
Cable, Choke	Bugeye	331-720	16.15	12.95
Cable, Choke - Picture Knob	1275, 1970-'74	331-645	11.40	9.50
Cable, Throttle	1500 not CA thru (c)188000	331-730	11.95	9.95
Cable, Throttle	1500 from (c)188001 on	331-750	14.95	12.50
Fuel Pump	948, 1098 (10CG)	377-390	87.95	77.95
Fuel Pump, Mechanical	1500 thru 1977	377-400	32.95	29.95
Fuel Pump, Mechanical	1500, 1978 on	377-410	39.20	31.95
Gas Tank	All thru 1969 exc. Bugeye	471-230	219.95	175.95
Point Set, Fuel Pump	1098 (10CC), 1275	377-080	27.95	23.50
Sending Unit	Bugeye, MG To (c)60459, AH MkII-MkIV (c)72039	361-880	47.95	41.95
Sending Unit	MG 1972 On	361-900	35.75	28.50
Sending Unit, Fuel Tank	Thru 1971	361-890	35.75	29.95

INTERIOR

Cable, Hood Release	Midget from 1978-on	406-005	\$10.25	\$8.75
Cable, Hood Release - Round Knob	Sprite/Midget through 1977	331-700	15.45	12.95
Cover, Dash Top	Midget 1968-'80	453-950	49.95	43.95
Door Sill Plates - Pair	Midget	240-650	24.95	19.50
Door Sill Plates - Pair	Sprite	240-660	26.95	21.50
Escutcheon Assy	Midget to (c)60459, Sprite To (c)72040	470-600	11.60	9.50
Handle, Door Pull, w/End Brkts	1968 on	472-240	12.60	11.50
Handle, Window Winder	Midget to (c)60459, Sprite To (c)72040	472-110	20.20	16.95
Handle, Window Winder, Chrome	1968 On	472-540	19.95	17.95
Inertia Seatbelt, Black	Midget 1974-on	222-025	99.95	89.95
Mirror	Midget to (c)63074, To (c)74461	165-110	18.95	14.50
Mirror	Midget (c)75886-on	165-115	49.95	39.95
Pull Handle	To 1967	803-440	22.95	19.50

SUSPENSION & STEERING

Bearing Kit, Front	All	125-820	\$58.95	\$43.95
Bearing Kit, Rear	All	125-830	18.95	14.95
King Pin Set	948 only drum brakes	264-185	139.95	124.95
Leaf Spring, 1/2 Elliptic	1963-'74	265-490	119.95	104.95
Leaf Spring, 1/2 Elliptic	1975 on	265-500	119.95	104.95
Leaf Spring, Rally Spec. 1/4 Elliptic	1958-'62 1/4 elliptic	265-630	104.95	88.95
Performance 3/4" Anti Sway Bar	All	264-555	174.95	157.95
Rack Boot Kit	1275 from (c)114487 & 1500	680-058	19.95	14.95
Rack Boot Set	All	260-325	18.95	14.50
Swivel Pin Repair Kit	1098, 1275, 1500 Disc Brakes	264-205	85.60	68.95
Tie Rod End Set	1275 from (c)114487 & 1500	668-040	28.95	21.95

TR2-4A

BRAKE & CLUTCH		PART #	PRICE	SALE
Boot And Cup, Wheel Cylinder	TR2-3 to TS13045	180-950	\$12.95	\$9.50
Brake Disc, 11"	TR3 from TS13046, TR3B, 4	586-500	54.75	49.95
Brake Drum, 9"	TR4A IRS	586-020	119.95	104.95
Brake Master Cylinder	TR4 from CT5784, 4A	581-030	169.95	152.95
Brake Shoe Set	TR2-3 to TS13045	585-000	98.50	88.95
Cable, Handbrake	TR2-4	733-000	21.55	18.50
Cable, Handbrake	TR4A	733-070	19.95	16.95
Cable, Handbrake - L/H	TR2-3B	733-050	15.15	12.95
Cable, Handbrake - R/H	TR2-3B	733-020	15.15	12.95
Cable, Handbrake - L/H	TR4	733-060	16.95	13.95
Cable, Handbrake - R/H	TR4	733-030	16.95	13.95
Caliper Piston - Front	TR3 from TS13046 to 4A	582-000	21.95	14.50
Caliper Repair Kit	TR3 from TS13046 to 4A	583-000	29.95	25.95
Clutch Kit	TR2-4	593-055	299.95	259.95
Clutch Kit, Borg & Beck	TR4A	593-030	199.95	149.95
Disc, Front Brake - 10.75"	TR3B (TCF Series), TR4 Late, TR4A	586-511	38.95	28.95
Hose, Brake - Front	TR2-TR3 to TS13045; Lockheed System	584-000	38.50	32.95
Hose, Brake - Front	TR3 from TS 13046 - TR3B (TSF) series), TR4 to CT4690 (wire wheels), CT4387 (disc wheels)	584-045	19.95	17.95
Hose, Brake - Front	TR4A	584-080	18.95	15.95
Hose, Brake - Front, Aftermarket	TR3 from TS 13046 - TR3B (TSF) series), TR4 to CT4690 (wire wheels), CT4387 (disc wheels)	584-046	15.95	12.50
Hose, Brake - Rear	TR2-TR3 to TS13045, Lockheed System	584-060	36.95	32.95
Hose, Brake - Rear L/H	TR4A solid axle	584-110	25.75	21.50
Hose, Brake - Rear R/H	TR4A I.R.S.	584-090	27.50	23.50
Hose, Brake, Rear L/H	TR4A I.R.S.	584-100	25.00	20.95
Hose, Clutch	TR2-3 to TS13045	180-821	16.95	12.50
Hose, Clutch	TR3 from TS13406-TR4	584-760	31.95	26.95
Master Cylinder - Clutch	TR3-3B from TS13046	581-010	74.95	66.95
Master Cylinder - Clutch	TR4-4A	581-510	69.95	58.95

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TR2-4A continued

BRAKE & CLUTCH continued		PART #	PRICE	SALE
Master Cylinder Repair Kit - 0.70"	TR4 from CT5784-4A	583-070	\$14.95	\$12.50
Master Cylinder Repair Kit - 0.75"	TR4-4A	583-780	18.75	14.95
Master Cylinder Repair Kit - Brake/Clutch	TR2-3 to TS13045	180-970	12.55	9.95
Pad Set, Brake, Semi-Metallic	TR3,3A 57-59, Early TR4 (11" rotor)	585-507	27.95	20.95
Rear Wheel Cylinder, 3/4" Bore	TR3A (TS15332 to TS34403)	021-161	98.95	73.95
Shoe Set, Rear, New	9" Brakes	585-030	24.75	19.50
Slave Cylinder - Clutch	TR3 from TS13046-4A	580-760	49.95	39.95
Wheel Cylinder	TR2-3 to TS13045	180-640	36.95	29.95
Wheel Cylinder	TR2-3 to TS13045	180-650	36.95	29.95
Wheel Cylinder Repair Kit - Front	TR2-3 to TS13045	180-458	37.95	31.95
Wheel Cylinder Repair Kit - Rear	TR3 from TS13046 to 4A	583-020	24.55	18.50
Wheel Cylinder, 3/4"	TR3 TS13046 to TR3A TS15331	580-025	21.95	17.95
Wheel Cylinder, 3/4"	TR3A from TS56377, TR3B thru TR4 to CT5655 (wire wheels), CT5782 (disc wheels)	580-025	21.95	17.95
Wheel Cylinder, Rear	TR2-3 to TS13045	180-630	99.95	84.95
Wheel Cylinder, Rear, 0.7 Bore	TR4 from CT5656 (wire wheels), CT5783 (disc wheels), 4A	580-045	26.95	19.50
COOLING				
Cooling Fan, 4-Bladed	TR4-4A	834-020	\$119.95	\$104.95
Cooling Fan, 4-Bladed	TR2-3B	834-030	129.95	116.95
Radiator Assy., With Crank Hole	TR2-3	849-990	509.95	429.95
Valve, Heater Control	TR4-4A	635-270	26.95	22.95
Water Pump	All	835-070	69.95	62.95
DRIVETRAIN				
Cable, Speedo, 66"	Non-O/D	331-110	\$17.95	\$14.95
Cable, Speedo, 96"	TR2-4A Overdrive	731-000	20.95	18.95
Cable, Tach, 36"	TR2-3B	732-000	18.95	15.95
Gaiter, Vinyl, w/Upper Boot	TR4A	680-735	32.95	27.95
Gearshift Boot	TR2-3B	680-680	14.95	12.95
Gearshift Boot	TR4	680-690	20.50	18.50
Mount, Transmission	All	810-020	13.55	10.95
Shift Boot, Lower	TR4A	680-730	19.95	14.50
Speedo Angle Drive	TR4A O/D	021-511	56.95	47.95
ELECTRICAL				
Base, Tail Lamp, Chrome	TR2 from TS1301 thru TR3B	159-300	\$23.75	\$18.95
Coil, Ignition	All	143-220	24.95	20.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	All	143-265	44.95	39.95
Distributor Cap	All	560-120	23.95	21.50
Dog, Distributor Drive	All	153-300	23.95	18.95
Flasher Lamp Assembly	TR3 from TS15601 thru TR3B	144-000	27.95	20.95
Headlamp Assy. 2 Adj. No Rim	TR3A TS22014 to TS32584	144-800	79.95	68.95
Headlamp Assy. 3 Adj. No Rim	TR2 & 3 to TS22013	144-790	74.95	66.95
Ignition Lock Barrel w/Keys	All	163-500	11.95	10.95
Lamp, Flasher, Clear Lens	TR3 from TS17341 thru TR3B	544-050	29.10	21.95
Lamp, License Plate, Repro	TR3 from TS18913 thru TR3B	144-200	27.95	21.50
Lamp, Tail	TR2 from TS1301 thru TR3B	143-800	37.95	29.95
Lens, Red Tail/Brake, Lucas	TR2 TS1301 thru TR3B	159-200	12.20	9.50
Regulator, Voltage	TR3A from TS60001	542-100	43.95	34.95
Rim, Headlamp	TR2 & 3 to TS22013 (1954 to approx. mid-1957)	560-180	24.95	20.95
Rim, Headlamp (1-3/8" Wide Snap-On)	TR3A From TS32585-TR4 To (b)24600CT	560-200	47.95	39.95
Rim, Headlamp (15/16" Wide Snap-On)	TR4 From (b)24601CT-TR4A	560-210	27.40	22.95
Solenoid, Starter	TR2-4A	546-020	23.95	18.95
Starter, Hi Torque	TR2, 3 to TS50000	541-515	294.95	247.95
Starter, Hi Torque	TR3A from TS50001, TR4A	541-535	294.95	247.95
Switch, Push-Pull, w/Plain Knob	All	162-100	23.45	18.95
Switch, Side & Headlamp	TR4-4A	542-050	34.95	29.95
Switch, Turn Signal	All	560-080	44.95	41.95
Wire Set, Ignition	All	571-000	29.95	26.50
ENGINE				
Camshaft	All	851-060	\$293.95	\$263.95
Camshaft Sprocket	All	838-000	48.95	43.95
Gasket Set, Conversion	All	691-002	27.50	18.95
Gasket Set, Head	TR2-3 to TS13052E	690-000	99.95	79.50
Gasket Set, Head	TR3 from (TS13052E) thru 4A	690-022	52.95	44.95
Oil Seal Assembly, Crank Rear (O.E. Type)	All	837-000	64.95	57.95
Rotor And Vane, Oil Pump	All	836-005	34.95	31.95
Sprocket, Crankshaft	All	837-040	38.95	34.95
Valve Cover - Alloy, Polished Ribs With Cap	All	852-090	177.95	149.95
Valve, Exhaust, Stellite	TR2-4 to CT21470E, 3/8" stem dia.	821-015	17.95	15.95
Valve, Exhaust, Stellite	TR4-4A, 5/16" stem dia.	821-025	16.95	14.95



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The Winter Sale

01/04/2010 thru 02/12/2010



TR2-4A continued

EXHAUST		PART #	PRICE	SALE
Exhaust System, Stainless Steel	TR2-TR4	860-100	\$449.95	\$399.95
Muffler, Rear	TR4A single muffler system (as fitted)	862-050	259.95	233.95
Resonator	TR2-4	862-010	57.95	51.95
Stainless System	TR4A Dual Mufflers	860-110	799.95	699.95 <small>FREE</small>
Stainless System	TR4A Single Muffler	860-120	564.95	499.95
EXTERIOR				
Badge Bar	TR3A-3B	646-210	\$99.95	\$89.95
Bumper Bar	TR2-3B	854-200	429.95	369.95
Bumper Bar - Front	TR4	854-060	164.95	147.95
Bumper Bar - Front	TR4A	854-070	159.95	143.95
Glazing Rubber	TR4-4A	680-240	49.95	41.95
Grille	TR4	870-000	399.95	359.95
Grille	TR3	870-020	281.95	224.95
Grille	TR3A-3B	870-030	216.95	195.95
Handle, Trunk Lid	TR4-4A	802-300	39.95	33.95
Hood Prop Rod	TR4-4A	854-480	15.95	12.50
Hood Stayrod Assembly (w/Safety Hook)	TR2 from TS4229-TR3B	802-610	46.95	41.95
Mud Flap Set Triumph	All	222-170	19.95	14.50
Override, Front	TR2-3	802-750	47.95	42.95
Override, Front	TR4	804-170	45.95	38.95
Override, Rear	TR2-3B	802-800	57.95	51.95
Prop Rod, Trunk Lid	TR2-3B	802-630	39.95	35.95
Rear Bumper Bar	TR4-4A	854-080	589.95	495.95
Rear Override, L/H	TR4-4A	804-210	64.95	57.95
Rear Override, R/H	TR4-4A	804-200	64.95	57.95
Rocker Panel, L/H	TR4-4A	855-250	119.95	104.95
Rocker Panel, R/H	TR4-4A	855-240	119.95	104.95
Seal, Door Glass, Outer, L/H	TR4-4A	680-340	12.50	10.95
Seal, Door Glass, Outer, R/H	TR4-4A	680-330	12.50	10.95
Seal, Frame To Body	TR4-4A	680-250	23.95	19.95
Seal, Header Rail	TR4A	681-040	12.45	9.50
Seal, Trunk Lid	TR4-4A	680-380	30.95	27.95
Seal, Trunk Lid	TR2-TR3A To TS60000	680-500	26.95	21.95
Seal, w/s Frame To Top	TR2-3B	680-480	12.95	11.50
Stay, Trunk Lid	TR4 from (b)5643CT & TR4A	802-190	26.95	21.95
Window Glass	TR4-4A	856-500	56.65	49.95
Windshield Capping	TR4A soft top	801-365	102.95	82.95
Wiper Arm	TR4-4A LHD	560-380	16.95	12.50
Wiper Arm, 9.5"	TR3 from TS12568-3B	164-990	16.95	13.95
Wiper Arm, 9.5", Collet Type	TR2-3 to TS12567	560-400	18.95	16.95
Wiper Arm, R/H	TR4-4A LHD	560-370	16.95	14.50
Wiper Wheelbox Kit	TR3 from TS12568-TR3B	145-200	45.95	38.95
FUEL SYSTEM & EMISSION				
Air Filter	TR4A	950-740	\$10.45	\$8.75
Air Filter, Round Ramflo 1.5"	1 1/2" SU's (TR2)	223-230	45.95	41.95
Air Filter, w/Decal	AUC721(TR2)	371-500	45.95	39.95
Fuel Pump, With Priming Lever	All	377-000	44.95	35.95
Fuel Sending Unit	TR2-3B	763-000	64.95	57.95
Fuel Sending Unit	TR4-4A	763-020	48.95	38.95
INTERIOR				
Handle Window Winder	TR4-4A	803-350	\$20.95	\$18.95
Mirror, Interior	early TR4	801-060	29.95	25.95
Pull Handle	TR4-4A	803-440	22.95	19.50
SUSPENSION & STEERING				
Ball Joint	TR2 thru 4 to CT6343(wire) CT6390(disc)	661-070	\$61.00	\$54.95
Ball Joint - Pair	Late TR4-4A	661-080	39.20	31.95
Bearing Kit, Front	TR2-4A	525-220	35.95	29.95
Bearing Kit, IRS Hub	TR4A IRS	525-230	39.95	35.95
Leaf Spring	TR2-TR4 to (c)CT23382	851-195	96.95	86.95
Major Suspension Kit, Repairs Both Sides	TR4A	660-998	78.95	66.95
Rack & Pinion Assy.	TR4A	667-125	199.95	169.95
Rack Boot Kit	TR4-4A	680-058	19.95	14.95
Rear Shock Conversion Kit With Monroe Shocks	TR4A (IRS)	670-118	229.95	198.95
Shock Absorber, Stock Type, Front	TR2-4	670-007	32.95	27.95
Socket-Inner Tie rod	TR4-4A	667-400	11.75	9.50
Spring, Rear, Leaf	TR4 from CT23383	851-210	113.95	99.95
Tie Rod End Set	TR4-4A	667-265	21.95	18.50
U-Joint, w/ Zerk, Hardy Spicer	All	674-650	20.95	16.95

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TR250/6

BRAKE & CLUTCH

		PART #	PRICE	SALE
Brake Drum	All	586-020	\$119.95	\$104.95
Brake Master Cylinder	All	581-040	183.95	147.95
Brake Shoe Set	All	585-030	24.75	19.50
Cable, Handbrake	All	733-070	19.95	16.95
Caliper Piston - Front	TR250, TR6 to CC29929	582-000	21.95	14.50
Caliper Piston - Front	TR6 from CC29930	582-005	18.95	12.95
Caliper Repair Kit	TR250, TR6 to CC29929	583-000	29.95	25.95
Caliper Repair Kit	TR6 from CC29930	583-110	20.95	14.50
Clutch Kit, Borg & Beck	All	593-030	199.95	149.95
Clutch Kit, Luk	All	593-040	259.95	219.95
Clutch Master Cylinder Repair Kit - .070"	TR6 from 1970 CC52952	583-070	14.95	12.50
Clutch Master Cylinder Repair Kit - 0.75"	TR250/6 thru '70 CC52952	583-780	18.75	14.95
Disc, Front Brake - 10.75"	All	586-511	38.95	28.95
Hose, Brake - Front	All	584-080	18.95	15.95
Hose, Brake - Rear R/H	All	584-090	27.50	23.50
Hose, Clutch	All	584-780	15.70	12.95
Hose, Hydraulic	All	584-100	25.00	20.95
Master Cylinder, Clutch, 0.70" Bore	TR6 from '70 CC52952-'76	581-541	79.95	71.95
Master Cylinder, Clutch, 0.75" Bore	TR250/6 thru '70 CC52952	581-530	72.95	57.95
Pad Set, Brake, Semi-Metallic	TR6 1972 On (3/16" Pins)	585-537	27.95	20.95
Repair Kit, Brake Master	All	583-100	45.35	41.95
Slave Cylinder - Clutch	All	580-770	44.95	33.95
Slave Cylinder Repair Kit - Clutch	All	583-790	13.75	9.50
Wheel Cylinder, Rear, 0.70" Bore	All	580-045	26.95	19.50

COOLING

Heater Valve	All	635-270	\$26.95	\$22.95
Radiator	TR6 1972-'74	850-040	299.95	269.95
Radiator	TR250/6 thru 1971	850-060	299.95	269.95
Radiator	TR6 1975-'76	850-070	299.95	269.95
Water Pump	TR250, TR6 1969-'72 1/2 to CC80027	835-030	62.95	56.95
Water Pump & Pulley	TR6 1975-'76	835-055	82.95	73.95

DRIVETRAIN

Cable, Counter To Speedo	TR6 1974 1/2-'76	731-030	\$15.70	\$12.95
Cable, Speedo, 69"	TR250, TR6 thru early '74	331-190	16.75	13.95
Cable, Speedo, G/Box To Counter	TR6 1974 1/2-'76	731-040	15.70	13.95
Cable, Tach, 31"	All	732-030	16.25	12.95
Gaiter, Vinyl w/Upper Rubber Grommet	All	680-735	32.95	27.95
Mount, Transmission	TR250, TR6 thru 1972	810-020	13.55	10.95
Shift Boot, Lower	All	680-730	19.95	14.50
Speedo Angle Drive	All	021-511	56.95	47.95
U-Joint, w/ Zerk, Hardy Spicer	TR250/TR6	674-650	20.95	16.95

ELECTRICAL

Coil, Ignition	TR250, TR6 thru 1972	143-220	\$24.95	\$20.95
Coil, Ignition	TR6 1973-'76	143-230	29.95	18.95
Coil, Ignition, Lucas Sports	All	143-200	39.95	29.95
Coil, Ignition, Pertronix	Non-ballasted systems	143-265	44.95	39.95
Control Unit	TR250	130-440	78.45	68.95
Courtesy Lamp	TR6 thru 1972	158-920	23.95	18.95
Dog, Distributor Drive	All	153-300	23.95	18.95
Headlamp Assy. 2 Adj. No Rim	All	144-800	79.95	68.95
Ignition Barrel w/Keys	TR250, TR6 1969	163-500	11.95	10.95
Lamp Assy, License Plate	TR6 thru 1972	544-220	236.45	212.95
Lens, Clear/Amber	TR6 1974-'75	544-350	44.95	35.95
Regulator, Voltage	Alternator #23562, 23581, 23635	130-280	19.95	16.95
Regulator, Voltage	Alternator #23745, 23740, 23807, 23758, 23739	130-290	29.95	25.95
Rim, Headlamp	All	560-210	27.40	22.95
Solenoid, Starter	TR6 Lucas no. 25626	131-400	79.95	66.95
Solenoid, Starter	TR6 Lucas no. 25647	131-450	34.95	29.95
Starter	TR250	140-400	134.95	107.95
Starter, Hi Torque	TR6	541-555	294.95	247.95
Switch Oil Pressure	TR6 1973-'76	760-200	21.95	18.50
Switch, Ignition	TR6 1970-'72	667-865	49.95	42.95
Switch, Ignition	TR6 1975-'76	667-875	54.95	43.95
Switch, Push-Pull, w/Knob	TR6 1973-'76	162-100	23.45	18.95
Switch, Side, Headlamp & Heater	All	542-050	34.95	29.95
Switch, Turn Signal	All	560-080	44.95	41.95
Switch, Washer	TR250, TR6 thru 1972	635-760	29.95	25.95
Wire Set, Ignition	All	571-010	16.95	14.50

ENGINE

Crank Sprocket 1-Row	TR250	837-105	\$28.95	\$25.95
Gasket Set, Conversion	All	692-052	18.65	15.95
Gasket Set, Head	TR250, TR6 thru 1971	694-552	34.95	29.95
Gasket Set, Head	TR6 1972-'76	694-562	31.30	26.50
Gear, Cam, Single Row	TR250	838-205	28.95	24.95
Oil Pump Assembly	TR6 From (e)CC66297	836-200	79.95	71.95

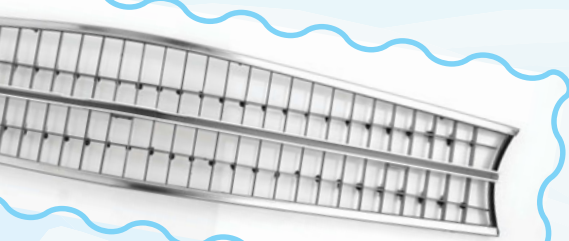
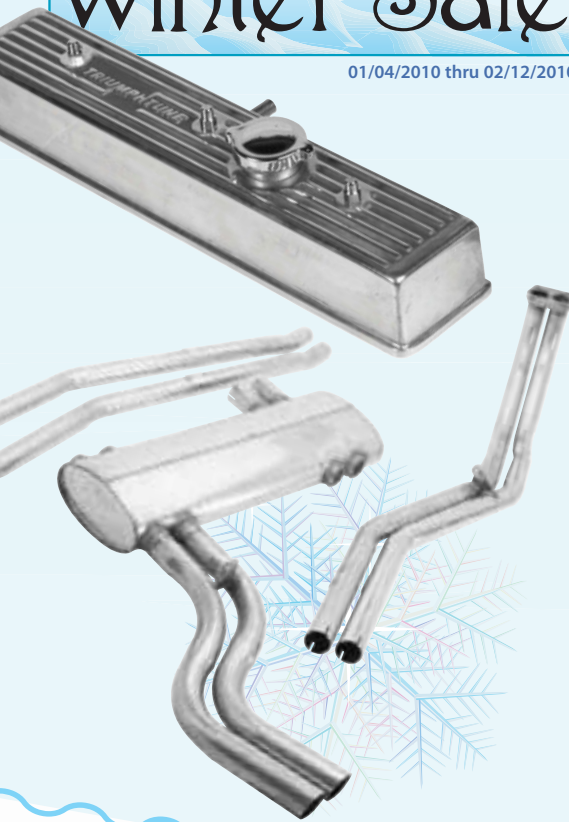


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The Winter Sale

01/04/2010 thru 02/12/2010



TR250/6 continued

ENGINE continued

		PART #	PRICE	SALE
Sprocket, Cam, Double Row	TR250/6	838-200	\$50.95	\$44.95
Sprocket, Crank, Double Row	TR250/6	837-100	34.95	31.95
Valve Cover - Alloy, Polished With Ribs	All (without E.G.R.)	223-360	247.95	198.95
Valve, Exhaust, Stellite	TR250, TR6 thru 1972, 1.250" head dia.	821-115	15.75	13.95
Valve, Exhaust, Stellite	TR6 1973-'76, 1.195" head dia.	821-125	15.75	13.95

EXHAUST

Exhaust System, Stainless Steel	TR6 1972	860-210	\$589.95	\$519.95
Exhaust System, Stainless Steel	TR6 1973-'76	860-220	519.95	467.95
Stainless Steel Exhaust System	TR250, TR6 1969-'71	860-200	459.95	409.95

EXTERIOR

Bumper Bar - Front	TR6 1969-'74 1/2	994-055	\$599.95	\$529.95
Bumper Bar, Front	TR250	854-070	159.95	143.95
Glazing Rubber, Windshield	TR6	680-240	49.95	41.95
Grille Assembly	TR6	870-150	179.95	157.95
Handle, Trunk Lid	TR250	802-300	39.95	33.95
Hood Prop Rod	All	854-480	15.95	12.50
Kit, Door Lock Retainer, Repl	All	402-195	26.95	21.95
Mud Flap Set Triumph	All	222-170	19.95	14.50
Override, L/H	TR250	804-210	64.95	57.95
Override, R/H	TR250	804-200	64.95	57.95
Pump, w/S Washer	All	361-180	18.95	15.95
Rear Bumper Bar	TR250	854-080	589.95	495.95
Rear Bumper Center Bar	TR6 1969-'72	854-760	199.95	179.95
Rocker Panel, L/H	All	855-250	119.95	104.95
Rocker Panel, R/H	All	855-240	119.95	104.95
Rubber Seal, Frame To Body	All	680-250	23.95	19.95
Seal, Door Glass, Outer, L/H	All	680-340	12.50	10.95
Seal, Door Glass, Outer, R/H	All	680-330	12.50	10.95
Seal, Header Rail	All	681-040	12.45	9.50
Seal, Trunk Lid	TR250	680-380	30.95	27.95
Stay, Trunk Lid	All	802-190	26.95	21.95
Wheel Trim Rings, Set Of 4	TR6	674-758	111.80	99.95
Wheelbox	TR6	145-270	43.95	36.95
Window Glass	All	856-500	56.65	49.95
Windshield Capping Strip, Aluminum	TR6	801-175	96.95	76.95
Wiper Arm, Black, L/H	TR6 1973-'76	560-600	28.95	22.95
Wiper Arm, Chrome, L/H	TR250	560-380	16.95	12.50
Wiper Arm, Chrome, L/H	TR6 thru 1972	560-580	23.95	19.95
Wiper Arm, Chrome, R/H	TR250	560-370	16.95	14.50
Wiper Arm, Chrome, R/H	TR6 thru 1972	560-570	23.95	19.95

FUEL SYSTEM & EMISSION

Air Filter	1 3/4" Stromberg	223-240	\$48.95	\$43.95
Cable, Choke	TR250/6 Thru 1972	734-260	77.95	69.95
Cable, Choke	TR6 1973-'76	734-270	64.95	54.95
Fuel Sending Unit	All	763-020	48.95	38.95

INTERIOR

Cable, Hood Release	All	807-075	\$19.95	\$16.95
Handle Window Winder	All	803-355	19.95	17.95
Knob Set, Dash	TR6 1972	635-718	18.50	15.95
Mirror Head, Day/Night	All	165-245	37.95	29.95
Mirror, Interior	All	801-085	53.95	45.95
Sill Plates - Pair	TR6	648-528	69.95	62.95
Window Regulator - L/H	All	803-325	69.95	62.95
Window Regulator R/H	All	803-335	54.95	49.95
Seat Set, Classic, Black	TR6	641-325	1,999.95	1,599.95

SUSPENSION & STEERING

Ball Joint - Pair	All	661-080	\$39.20	\$31.95
Bearing Kit, I.R.S. Hub	All	525-230	39.95	35.95
Bearing Kit - Front	TR250/6	525-220	35.95	29.95
Major Suspension Kit (Repairs Both Sides)	All	660-998	78.95	66.95
Rack & Pinion Assy.	All	667-125	199.95	169.95
Rack Boot Kit	All	680-058	19.95	14.95
Rear Shock Conversion Kit With Monroe Shocks	All	670-118	229.95	198.95
Socket-Inner Tie rod	All	667-400	11.75	9.50
Sway Bar Kit, Rear, 3/4"	All	660-970	199.95	179.95
Sway Bar, Front, 7/8"	All	660-975	204.95	184.95
Tie Rod End Set	All	667-265	21.95	18.50
U-Joint, Steering	All	667-295	49.95	42.95
U-Joint, w/ Zerk, Hardy Spicer	All	674-650	20.95	16.95

WHEELS

Black Wheel Center	TR6 1970-'72	674-735	\$12.95	\$11.50
Grey Wheel Center	TR6 1973-'76	674-725	15.95	13.95

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TR7/8

BRAKE & CLUTCH		PART #	PRICE	SALE
Brake Shoe Set	TR7, 4 Speed Only	071-542	\$24.95	\$20.95
Brake Shoe Set	TR7 5 Speed, TR8	071-544	51.95	41.95
Cable, Handbrake	TR7, TR8	071-546	47.95	38.95
Caliper Piston - Front	TR7	181-925	17.70	12.95
Caliper Repair Kit	TR7	071-514	10.95	8.75
Clutch Kit	TR7 5-speed	071-345	214.95	182.95
Disc, Front Brake	TR7	071-540	44.95	35.95
Hose, Brake	TR7, TR8	071-530	51.80	41.95
Hose, Brake	TR7, TR8	071-534	48.55	38.95
Hose, Clutch	TR7	071-316	46.95	41.95
Master Cylinder - Clutch	TR7, TR8	071-307	59.95	49.95
Master Cylinder Repair Kit - 0.625"	TR7, TR8	180-990	12.95	11.50
Pad Set, Brake, Semi-Metallic	TR7	071-539	27.95	20.95
Slave Cylinder - Clutch	TR7, TR8	071-313	54.95	47.95
Slave Cylinder, Clutch	TR7, TR8	071-312	126.60	104.95
Slave Cylinder Repair Kit - Clutch	TR7, TR8	071-314	12.80	9.50
Wheel Cylinder	TR7, 4 SP & Auto	071-516	38.95	29.95
Wheel Cylinder	TR8 1980-'81	071-516	38.95	29.95
Wheel Cylinder, Rear	TR7 5 Speed	071-522	32.95	26.50
COOLING				
Fan Kit, Electric, 12"	All	231-688	\$139.95	\$124.95
Thermostat, 165F, 74C	1975 to CL1467E	071-232	11.95	8.95
DRIVETRAIN				
Cable, Counter To Speedo	1975-'76 (CA)	731-070	\$18.95	\$15.95
Trans Mount Rear	All	071-046	28.60	22.95
U-Joint, w/Zerk	All 4-Speed & auto thru 1980	268-060	20.95	17.95
ELECTRICAL				
Coil, Ignition	Lucas distributor	143-230	\$29.95	\$18.95
Sender Oil Pressure	1979 on (CA only)	071-124	10.95	9.95
Solenoid, Starter	TR7	131-450	34.95	29.95
Switch Oil Pressure	1975-'78	760-200	21.95	18.50
Wire Set, Ignition	Lucas distributor	071-700	17.95	13.95
Wire Set, Ignition	Delco distributor	071-702	18.95	16.95
ENGINE				
Crank Sprocket	TR7	071-035	\$27.95	\$21.95
Gasket Set - Conversion	TR7	071-005	33.95	28.95
Gasket Set, Head	TR7 1975-'80 (carb.)	071-003	32.95	23.95
Gasket Set, Head	TR7 1981 (F.I.)	071-004	44.95	31.95
Gear, Cam	TR7	071-034	28.95	22.95
Mount, Front Engine	TR7 1977 on	071-045	17.95	12.95
Mount, Front Engine	TR7 thru 1976	071-045	17.95	12.95
Oil Pump Assy	TR7	071-040	78.95	70.95
Tensioner, Timing Chain	TR7	071-038	11.75	8.95
Timing Chain	TR7	071-037	12.95	9.95
EXHAUST				
Muffler, Front	1975-'76 Non-Catalyst (except California)	071-602	\$91.95	\$73.95
EXTERIOR				
Cable, Hood Release	All	071-925	\$13.95	\$11.50
Mirror, L/H Door, Black	All	165-190	35.95	29.95
Mirror, R/H Door, Black	All	165-195	35.95	29.95
Pump, Windshield Washer	All	361-180	18.95	15.95
Stay, Trunk Lid	1975-'78	802-190	26.95	21.95
Trunk Seal	All	071-905	68.95	58.95
Wiper Blade, L/H 16"	All	071-793	23.95	20.95
FUEL SYSTEM & EMISSION				
Air Filter	1 3/4" Stromberg	223-240	\$48.95	\$43.95
Air Filter	1975-'78 (FED), 1979-'80	950-750	25.95	21.95
Air Filter, Round Ramflo 1.5"	1 1/2" SU's	223-230	45.95	41.95
Choke Conversion, Manual	twin carbs	386-365	137.95	123.95
Fuel Filter	TR8	950-600	24.95	20.95
Fuel Pump	TR7 carb. 1977 1/2 on	071-121	39.95	34.95
Tank Unit	TR7 1977 to (c)30001, carb.	071-795	56.95	46.95
Tank Unit	TR7 1978-'81, carb.	071-795	56.95	46.95
Tank Unit	TR7 1977 from (c)30001, F.I.	071-796	69.95	64.95
INTERIOR				
Door Waist Seal	All	071-909	\$16.90	\$12.50
SUSPENSION & STEERING				
Ball Joint - Lower	All	071-403	\$39.95	\$31.95
Front	TR7	071-554	16.95	14.95
Rack Seal & Clamp Set, Repl	TR7	071-426	17.95	13.95



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COMING EVENTS

Feb 26-28: Tucson British Car Roundup, Tucson, AZ, Sandy O'Hara 520-297-4584 TBCROctagon@comcast.net, tucsonbritish.com/Roundup.aspx

March 12-14: Amelia Island Concours d'Elegance, FL, ameliaconcours.org

March 15-19: Orange Blossom Tour, FL, classicmotorsports.net

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

April 29-May 2: Speedfest at the Classic Motorsports Mitty, Road Atlanta, GA, classicmotorsports.net

May 23: 21st Annual All British Motorcar Show and Swap Meet, Yolo County Fairgrounds, Woodland, CA, Jerry Costanzo 916-652-4537, www.ubsc.org

June 5-6: 19th Annual Champagne British Car Festival, National Historic David Davis Museum, Bloomington, IL, www.champagnebritishcarfestival.com

June 28-July 2: Austin-Healey Rendezvous, Eugene, OR, Bill Bolton 541-895-5576 tricarb@aol.com

Sept 24-26: Southeast British Car Festival, Dillard, GA, Larry Norton mgbnut1973@yahoo.com, www.peachtreemg.com

Oct 16-23: Penrite Mainland Classic Tour, Dunedin, New Zealand, ++64 3 4770800, mainland.classic@ihug.co.nz, www.mainlandclassic.co.nz

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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Car Specifications

Year	1977-1980
Body Style	2+2
Engine	2.0L
Transmission	5-Speed
Drive Type	Front Wheel Drive
Weight	2,200 lbs
Top Speed	120 mph
0-60 Time	10.5 sec
Quarter Mile	15.5 sec
Braking Distance	100 ft
Turning Radius	18.5 ft
Wheelbase	88 in
Ground Clearance	4.5 in
Trunk Capacity	10 cu ft
Storage Capacity	100 lbs
Seating Capacity	4
Interior Features	Leather Upholstery, Power Windows, Power Locks, Power Mirrors, Power Seats, Power Steering, Power Windows, Power Locks, Power Mirrors, Power Seats, Power Steering
Exterior Features	Aluminum Wheels, Chrome Trim, Spoiler, Sunroof, Tinted Windows, Alloy Wheels, Chrome Trim, Spoiler, Sunroof, Tinted Windows
Options	Alloy Wheels, Chrome Trim, Spoiler, Sunroof, Tinted Windows
MSRP	\$12,500
Current Price	\$8,500
Savings	32%

Car Specs

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