

# Motoring

## MOSS MAKES HEADLINES

Producing the first issue of a newsletter is a bit like taking your newly-restored car for its first drive - you know you've done all the necessary preparation but cannot help wondering if it will work!

Why a newsletter? Well, here at Moss Motors we have seen a great deal of growth and change over the last four or five years. Now seems a good time to add yet another service for our customers: a quarterly newsletter which will be informative, interesting, and entertaining. Most important (to many of you!) it will contain news of new products and special, salepriced items.

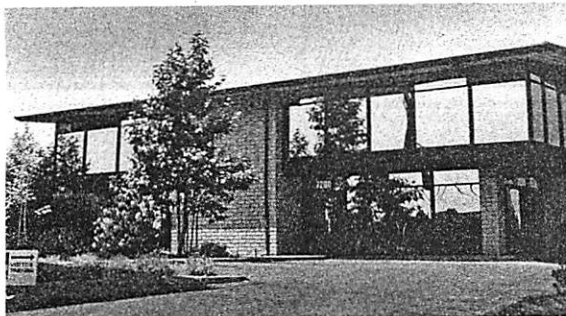
We plan to tell you something about our company, its history and its various departments, and the people who make things happen here. We will pass on news of events that we believe are interesting, print articles about the types of cars that our customers own, and about people who are doing car-related things we think you'd like to hear about. This first issue, for no particular reason, has a lot about MG's; future issues will feature other marques equally.

That, then, is the goal. In figuring out how to reach that goal, we fell back on the old idea that involvement is the best form of

encouragement. So, all you budding authors, stand by to get involved! Elsewhere on this page is a chart showing how we'll make it worth your while if your contribution is selected for publication. Note that "reprints of club magazine articles" will be considered; this would be a good way for your club to earn an extra Raffle prize, by sharing that humorous or technical article with the world at large!

This first issue will give you an idea of what we hope to accomplish. Each article will be prefaced by a brief summary telling what we feel will be appropriate for contribution to that section. Next quarter, we'll also have a "letters" section for your comments and suggestions as to other articles that might be of interest.

We have no aspirations to compete with the "Road & Driver" type of publication, but we do hope to provide you with some interesting reading. Don't throw this paper away before you've studied all the bargains advertised on its various pages; with some 250 specially priced items featured, there's got to be something you need. Even then, you shouldn't trash this paper; it has one more benefit for you: it's made of birdcage liner specially modified to suit oil droppings!



Front Office of Moss Motors' Goleta California Headquarters.



Bob Goldman helping a customer at our New Jersey sales counter.

## Moss Opens East Coast Distribution Center

At least 50% of the times you order parts for your car, you need it "yesterday". However carefully you plan your breakdowns, it's always the part you don't keep a spare of in the garage that goes! (When did you last have to use that fan belt that's lying alongside the spare tire in your trunk?!)

Realizing that delivery times are critical, Moss Motors has always put an emphasis on prompt order handling. Currently, we average 1.4 days from receipt of order to shipment which is quite good, considering the volume of orders we handle. (We're shooting for same day service, of course. Just give us a bit more time!)

However, after the parts leave our building we have no influence on delivery times. UPS gives us great air service across country but, by golly, it's expensive! If you've ordered something too big for UPS or the Postal Service to handle, truck freight is the only alternative; that can take several weeks to go from Goleta to the other side of the country.

Facing this problem squarely, we realized the "mountain had to go to Mohammed", as it were. So, we have shipped a large stock of Moss parts to New Jersey and set up a nifty distribution operation that will serve our customers east of the Mississippi. For the time being located in Montville, NJ (already it's looking as though larger quarters will be needed before too long), our new operation works as follows:

Your phone or mail order still goes to our Goleta headquarters,

where our staff enter it into the computer. With a few exceptions, all orders for customers in the

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### WE'D LIKE YOUR INPUT!

Contributors whose material is selected for publication in this newsletter will receive Moss Motors Gift Certificates in amounts as follows:

**\$50 GIFT CERTIFICATES**  
Technical Articles, Marque Reviews, Histories (cars, race teams, etc.), Personality Profiles. (500-700 words).

**\$25 GIFT CERTIFICATES**  
Book Reviews, Club Article Reprints (humorous or general interest). (250-350 words).

**\$10 GIFT CERTIFICATES**  
Technical Hints, Tips, Cartoons, Humorous Anecdotes, Photos.

Items for consideration should be mailed to Moss Motors, Editorial Department, P.O. Box MG, Goleta, CA 93116. Contributions, whether selected for publication or not, will be returned only if accompanied by a stamped, addressed envelope. Contributors whose material is selected for use will be notified within four weeks of the date of mailing to us. We reserve the right to accept or reject any material on whatever grounds we decide; we further reserve the right to edit or change any material to suit the needs of our publication, without prior notification to the contributor. "Letters to the Editor" will be accepted for publication provided they are accompanied by a name, address, and phone number.

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Spring Sale Spectacular on Center Spread!

## MG T-Series CRANKS ARE COMING

We are pleased to announce that new crankshafts for the MG TC-TD-TF will again be available from Moss Motors later this year. When the last batch ran out (about two years ago) we attempted to produce another run but were quoted exorbitant price increases by our suppliers who had last produced them in the mid-seventies. However, our Products Department after much effort has finally managed to put together a production run of forged crankshafts, original in every respect, at a reasonable price. We tentatively expect delivery in the Fall of 1983 and will provide further information to our customers as we get closer to delivery. Please be patient as we are doing everything possible to expedite delivery. We appreciate the support of the thousands of T-series owners which makes it possible for us to manufacture these essential parts!

## Welcome Aboard S.Y.E.

### Good News for Late-Model MGB and Triumph TR6/250 Owners!

We are very pleased to report that Start Your Engines, Ltd., (S.Y.E.) of Beltsville, Maryland, is now part of the Moss Motors family. S.Y.E. is a nationally-known supplier of MG and Triumph parts which has grown rapidly during its six-year existence by virtue of its enthusiast-oriented service and unique catalogs.

Happily, most of the knowledgeable and enthusiastic S.Y.E. people are still available to provide their special kind of personal service. We encourage any of our customers or their friends who drive 1968-1980 MGB's, Triumph TR6's or 250's, to call or write for one of S.Y.E.'s catalogs today.

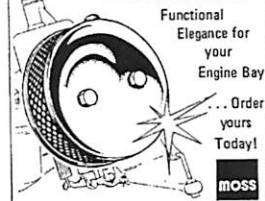
S.Y.E. also offers owners of MGA, MGB and Triumph cars a couple of extra special services: Rebuilt parts and Used parts. The rebuilt

range from carburetors to complete engines and gearboxes, while the used parts cover just about everything that can be saved from wrecks or victims of "East Coast Rust" which are beyond bodily salvation! Obsolete parts that have not yet been reproduced are, of course, the main attraction of used parts but many other usable components are available at excellent prices.

So if you cannot find what you need in your Moss Motors catalog, or if you have a late MGB or TR6/250, we recommend you contact:

Start Your Engines  
6798 Mid Cities Ave.  
Beltsville, MD 20705  
Phone: 800-638-0257  
or 301-937-0313

## SAVE NOW on Chrome Air Cleaners



Functional  
Elegance for  
your  
Engine Bay  
... Order  
yours  
Today!

TR2, MGA, MGTD Mk II, MGTF	
223-200 reg. 15.75	\$ 10.95 ea.
MGB ('63 to '74)	
223-210 reg. 14.85	\$ 10.45 ea.
Austin Healeys with 1 1/2" carbs	
372-080* reg. 15.95	\$ 11.45 ea.
372-090 reg. 14.85	\$ 10.45 ea.
Austin Healey / Jaguar XK120-150 with 1 1/2" carbs	
806-009 reg. 14.85	\$ 10.45 ea.
806-010* reg. 15.95	\$ 11.45 ea.
TRIUMPH TR3-4A	
621-500 reg. 15.75	\$ 11.45 ea.

\* (with breather pipe adaptor)

## Marque Spotlight

# MGA-

## BRITAIN'S FIRST REAL PRODUCTION SPORTSCAR?

From its launch date in September 1955 until its demise in July of 1962, 101,081 MGA's of all types were built. Of these, U.S. exports accounted for 81,153 in the following versions: 48,431 "1500's" (production dates August 1955 - May 1959); 1,035 "Twin Cams" (September 1958 - June 1960); 25,219 "1600's" (May 1959 - April 1961); and 6,468 "MK II's" (April 1961 - June 1962). Note that production dates and launch dates are usually different, if you keep track of these things! There were both roadster and coupe versions of all models, but no records have been found to indicate what quantities of each were made.

As a sports enthusiast's car, top speeds generally varied from around 98 mph in the 1500 up to 113 mph in the Twin Cam model. Likewise, typical fuel consumption figures were 30 mpg in the 1500 down to 25 mpg in the Twin Cam. A few of the basic and note-worthy technical specifications were: "1500" - 1489 cc; 2 S.U. Carburetors; 68 bhp @ 5500 rpm; raised to 72 bhp after initial production; drum brakes front and rear. "1600" - 1588 cc; 79.5 bhp @ 5600 rpm; disc brakes front and drum brakes rear. "1600" MK II" - 1622 cc; 86 bhp @ 5500 rpm. "Twin Cam" - 1588 cc; 108 bhp @ 6700 rpm; front and rear disc brakes. To slightly confuse the market, a few "1600 MK II Deluxe" models were made which had the Twin Cam chassis with all round disc brakes but with a standard 1622 cc pushrod engine. These are today a much sought-after collector's item.

In all of its various forms the MGA is generally considered to



have been a pretty car and a worthy successor to the earlier T-series. It considerably strengthened MG's market share in competition with the very successful Triumph TR's and Austin Healey's both of which had made the T-Series seem really antiquated.

MGA's had an exceptionally strong chassis plus a useful 10 gallon gas tank though the first signs of product rationalization by Abingdon (so evident nowadays on modern cars) could be seen occurring even in the late 1950's. Early criticism of the non-MG engine was seemingly forgotten as the car's power and reliability became appreciated. Syd Enver is famous for the inspired body shape; John Thornley (MG's General manager) and Cecil Cousins (Works manager) led the team of engineers and production people who developed the MGA over its seven year life-span.

Under Marcus Chambers, Competitions manager (1954-1961) the car was quite heavily campaigned. Le Mans cars were entered in the 1955 race and performed splendidly as prototypes. MGA's were raced worldwide and notably at the Dundrod

T.T. (Ireland), Florida, and Sebring, although European Rallying became a predominant interest. Such names as Ted Lund, John Gott, George Phillips, Stirling Moss, and Phil Hill are associated closely with the competition work.

As the 1960's approached all this competition work had shown the "1500" road car to be a little too heavy and underpowered. The "1600" cured many of these problems and helped revitalize sales. Lockheed 11" front disk brakes were a notable improvement and

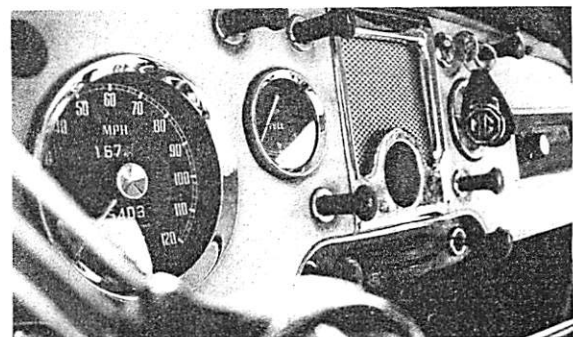
it was a pity that the MK II which came out in the spring of 1961 only lasted for 15 months.

Regrettably, the Twin Cam was not really a commercial success with 2,111 being built. Reliability was its main problem; the high compression ratio (9.9:1) didn't help, as well as a tendency to burn oil, which soon gave it a poor reputation. However, this was an excellent proving ground for the MGB.

In its 7 year history the overall MGA concept changed little, although there were 3 different engines. Spare parts are widely available, (certainly from Moss Motors!) and U.S. enthusiasts are fortunate that most of the cars came to this country.

In summary, the MGA was an excellent 1950's sports car, and really helped spread the aura of MG around the world. It firmly established MG as one of the famous marques in the British car enthusiast's stable and now has a secure place in motoring history.

Today, with T-Series MG's having become so expensive, the MGA is rapidly gaining renewed popularity as a restorable car which is a good investment, both in financial terms and as a car which offers its owner great fun and driving pleasure.



## Moss Departments

# Meet the Moss Crew

Our intention here is to introduce you to the people who make it happen at Moss' various locations. Without these dedicated support staff, your calls and letters would go unheeded, your checks uncashed, and your orders unfilled.

This month, the front line: our Sales Department (in alphabetical order, since they're all stars and get equal billing!)

**KELLY COLE** One important function of the Sales Department is correspondence, and Kelly is our ace letter writer. By some miraculous talent, she converts odd notes, random remarks and brief comments from the salesmen into real letters to customers. She also takes orders from customers when the salesmen are all busy, so long as they are with part numbers.



Although she doesn't own (or even ride in) a British sports car, Kelly reads all our books and is surprising herself (and us!) by how much she is getting to know about them.

**AL DIMORA** "Big Al" is our tame New Yorker, bringing a fresh abrasive edge to the department's mellow "California" atmosphere! His ready smile and constant good humor, combined with his ever-willing acceptance of new problems and challenges, make him a valuable member of our sales team. An extensive "hands-on" engineering background (Al helped with the development of the Clent



and Scythe exotics before coming to Moss) aids his understanding of technical problems, so we put him in the forefront of our Returns department. Al currently owns an MGA Coupe which is undergoing a painstaking restoration.

**COLIN KENNEDY** Newest member of our Sales Department, Colin was lucky enough to spend much of his youth living in various parts of the Far East with his parents who were in the Air Force. Music, swimming, and scuba-diving (he is NAUI certified) qualified Colin for authentication as a "California beach boy", although his hobbies now are somewhat drier. A keen fan of Formula 1



racing, he regularly enters autocross and slaloms in the hopes that one day FI will allow real cars to enter so that he can race his V-8 powered TVR against the big boys.

**DAVID "DJ" SOKLOW** That relatively rare animal, a California native, DJ has been involved in British car parts sales since 1972. His particular favorites are the big Healeys and MGB's, and he now drives a 1969 B which he promises to restore one of these days. (Like most B's, it just keeps on going even though it looks as if it died three years ago!) DJ is an



avid cyclist and guitar player, with a side line in songwriting. He also professes to enjoy mudslides and earthquakes!

**GINGER VOLKMAN-GRAFFY** Best known for her marvellous

dramatic appearances as Marilyn Monroe or Mae West, Ginger is an aspiring actress (with a BA in Dramatic Arts) who delights us all as our "token salesperson". Coowner of an MGT, MGA, a ZB Magnette, and a flock of Morris Minors, Ginger really enjoys British



cars. A firm favorite with many of our regular customers, since joining the Sales Department in 1981 Ginger has learned a great deal about how cars go together. Her goal is to restore the TF herself and then go Vintage Racing with it.

**STEVE WURSTER** The "old man" of the Department, Steve usually works the early morning shift as he's the only one of us who can wake up before dawn! Originally from Lima, Ohio, Steve settled in California some years ago and, for several years, had his own retail auto parts store. Despite his strange tastes in cars (he's owned a Saab, a Ford Consul Capri, and a Ford Cortina since



being here!), he knows a great deal about the cars we sell parts for. Since we hired him in 1981, Steve's cheery nature, enthusiasm and knowledge have made him a valuable and popular member of our sales team.

## SAVE \$25

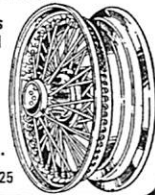
Save now on our 14" 60-Spoke painted wire wheels!

These wheels normally sell for \$115.00 each.

Now on sale for just \$89.95 each.

Part No. 454-625

FOR MGB and MGB-GT



## TIPS from the SALES DEPT.

As a Moss customer seeking prompt, efficient service, you should be aware that remembering the following points helps us to help you:

- Telling us your customer number speeds your order processing by 4 hours or so. (By-passes the Department that has to look up such numbers!) Your number is on all invoices and any mailing label addressed to you; you may also request another Customer Card which shows your number, if yours has been lost.
- Salesmen have no information about the whereabouts or shipping dates of orders or backorders. All such enquiries must go to our Customer Service Department. (805-968-1041). Calling the order phones with questions about past orders just ties up the lines and causes delays for people wishing to place orders.
- Orders placed by noon p.s.t. will almost always leave the following day. Orders placed after 4:30 p.m. p.s.t. will not leave until the day after next. No orders can leave the day they are placed! At present, our data processing system makes same-day shipment impossible (although we are working on changing this!) So, please don't ask the salesman to promise rush treatment; every order is handled as quickly and efficiently as possible.
- Stock checks. With hundreds of orders a day going through our system, giving information on stock availability is, at best, inaccurate! Perhaps there are 3 on the shelf

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## MGB UPHOLSTERY

SAVE NOW!

Moss Motors now offers great prices on the complete line of early MGB upholstery. Original design and factory fit are assured with Moss upholstery kits; always the correct color, always the correct grain in both leather and vinyl. The same excellent construction and expert craftsmanship that made our other upholstery kits famous ensure long life and durable beauty.

	BLACK WITH BLACK PIPING	BLACK WITH RED PIPING	BLACK WITH WHITE PIPING	BLACK WITH BLUE PIPING	RED WITH BLACK PIPING	RED WITH WHITE PIPING	RED WITH RED PIPING	Regular Price	SALE PRICE
VINYL FRONT SEATS	641-100	641-T10	641-120	641-130	641-140	641-150	641-160	99.95	\$ 79.95
LEATHER FRONT SEATS	641-170	641-180	641-190	641-200	641-210	641-220	641-230	245.00	\$ 199.95
VINYL GT REAR SEATS	643-140	643-150	643-160	643-170	643-180	643-190	643-200	79.95	\$ 59.95
LEATHER GT REAR SEATS	643-210	643-220	643-230	643-240	643-250	643-260	643-270	149.95	\$ 119.95
EARLY ROADSTER PANEL KIT	643-280	643-290	643-300	643-310	643-320	643-330	643-340	159.95	\$ 129.95
LATE ROADSTER PANEL KIT	643-350	643-360	643-370	643-380	643-390	643-400	643-410	159.95	\$ 129.95
MGB GT PANEL KIT	643-420	643-430	643-440	643-450	643-460	643-470	643-480	149.95	\$ 119.95

## Customer Profiles

# Up Close and Personal With: Greg Prehodka



Greg Prehodka, shown here with the great Stirling Moss.

In which this time, we feature a Moss Motors customer who is making quite a name for himself among those who race older MG's...

A long-time resident of Edison, NJ, Greg Prehodka is by day a planning engineer for Western Electric. By night and weekend, however, Greg's thoughts usually turn to the real love of his life - vintage MG's. A Sunbeam Alpine purchased in 1966 while Greg was a student at G.M.I. began his sports car fascination. After the Alpine was totalled by an errant truck, the magic of MG entered Greg's life in the form of '67 MGB; this B was campaigned in various rallies and a few ice races, beginning Greg's love of racing.

Around this time, Greg found his first TD languishing in a driveway in a sorry state of partial disassembly. Much against parental advice, the TD was purchased and towed home. Over the next eight years or so, Greg performed what he describes as a "trickle restoration". In 1976, however, he decided to finish the job so he could run the TD in the NEMGTR's Bicentennial Rally of the Colonial Capitals. This 2500 mile shakedown run was completed successfully, despite (inevitably!) the

car not being even driven till the morning they left NJ for Savannah!

The following year, the TD was transformed into "OL'53" so that Greg could go vintage racing, it's first outing being at Lime Rock in the NEMGTR "Double 3". The car had been extensively modified to resemble the typical TD raced in the fifties, and once again, was barely finished in time for the event. It was a very successful first outing, with Greg qualifying the car for the pole and, with brother Barry co-driving, finished 2nd overall despite 23 minutes of pit stops to cure various maladies!

Since that time, "OL'53" and Greg have raced in some 30 vintage events, with some note-worthy successes, including a spectacular run at the Mt. Equinox, VT VSCCA Hillclimb in September '82. There Greg was the first MG to break six minutes for the 5.2 mile, twisty and narrow hill which rises 3,140 feet! Numerous problems have been encountered and overcome and much midnight oil has been burnt; on the plus side, Greg reports that many new friends have been made and he has had a great deal of enjoyment from his involvement in vintage racing.

As well as proving himself to be a

talented MG racer, Greg has another claim to fame: in 1981, he decided there was a need for communication between people racing old MG's around the country. Consequently, he mailed letters to anyone he could locate who was interested in racing their pre-1962 MG, to see if others shared his belief. The outcome of the survey was positive; the enthusiasm was there, all it needed was capable organization. This Greg has provided. His publication, aptly named "MG Vintage Racers Newsletter", now circulates to some 60 members throughout the US and Canada, and is in the forefront of a growing movement to get more old MG's back onto the racetrack. After all, as Greg has proved with "OL'53", racing an old MG is exciting, demanding, challenging yet very rewarding. Our Moss Motors' hat is off to the man who has given, and continues to give, so much of his time to this endeavor!

(If you race or are interested in racing your pre-1962 MG, drop Greg Prehodka a line, at 62 Dartmouth St., Edison, NJ 08837.)

## Shedding Some Light

### MG T-series Parking Lamps

Now, at last, we're able to offer you a truly original reproduction of this TC, TD, TF fender mounted parking lamp. This new item has an excellently chromed brass housing (in-house work by Moss' own chrome shop), with the correct-rimmed glass lens. A "King of the Road" red plastic medallion is firmly installed and the lamp comes complete with bulb, pad, and mounting bolts. For those of you who want the closest thing to the original, do check out this new product. It comes wrapped in a secure polythene bag (to avoid scratching) and a box to prevent damage in transit. Besides all the good news above, we're also rather pleased to be able to pass on to you a noticeable price reduction. This much improved lamp is now only \$44.95 instead of \$64.95! Let it not be said we don't try to pass on savings to you from Moss Motors! (Order by Moss part number 143-400.)

## Racing Mirrors "Talbot Style"

These American made look-alikes are proving to be extremely popular with people who have wanted to fit this classic, racing style mirror to their cars. (The original Talbotts have been unavailable for some years now.) These "reproductions" are available in a deep chromed finish or a matt black. The glass is securely fixed in on a rubber mounting, and between the cast mirror body and its base stem is another rubber pad to absorb any transmitted vibration. Owners of Triumph TR6's, and people with existing mounting holes in their car's doors, will want to use the extended base mirrors. These have an extra cast "foot", 4 3/4" long, which makes the mirror more versatile without marring its sleek appearance in any way.

These new mirrors really do look like the originals and should give you complete satisfaction! Help improve your car's appearance, and be secure knowing exactly what's happening behind you with these mirrors. In stock now - supplied carefully wrapped and boxed for delivery to you.

**Part Numbers:**  
 Chrome Standard Base 222-350 \$28.95  
 Black Standard Base 222-370 \$27.95  
 Chrome Long Base 222-360 \$29.95  
 Black Long Base 222-380 \$28.95

**SUPER SAVINGS ON**

## Chrome Knockoffs

**MG TF** spare wheel knockoff  
 With medallion Reg. Price Sale Price  
 200-268.....\$8.95 \$38.50

**MG TC** spare wheel knockoff  
 Without medallion ..... 39.75 \$30.95  
 With medallion ..... 49.50 \$38.50

**HEALEY** 100-4, 100-6, 3000 (C)126704  
 L/H fine thread Reg. Sale  
 200-230.....27.40 \$21.50  
 R/H fine thread  
 200-290.....27.40 \$21.50

**MOSS**

# Elegance in Carpets

## from Moss Motors

### MG TC TD TF

TC sets include a leather handbrake boot  
 TD and TF sets include a leather gearshift boot.

	Reg. price	SALE
TC	454-448 134.75	\$104.95
TD, early	454-458 131.65	\$104.95
TD		
right hand drive	454-468 131.65	\$104.95
TD-TF		
left hand drive	454-478 143.15	\$114.95

### MGA

MGA rear deck carpeting was a factory option in original sets.

	Reg. price	SALE
Main set, black	242-718 157.25	\$124.95
Main set, red	242-728 157.25	\$124.95
Rr. deck, black	242-830 39.85	\$29.95
Rr. deck, red	242-840 39.85	\$29.95
Trunk, black	242-810 63.50	\$49.50
Trunk, red	242-820 63.50	\$49.50
Spare, black	246-460 43.50	\$31.95
Spare, red	246-470 43.50	\$31.95

### MGB 1963-'67

MGB carpet sets are made with loop pile.

	Reg. price	SALE
Main set, black	242-770 179.95	\$144.95
Main set, red	242-780 179.95	\$144.95
GT rear, black	242-750 89.00	\$69.95
GT rear, red	242-760 89.00	\$69.95
Main set, black (less rear deck)	242-790 109.50	\$87.95
Main set, red (less rear deck)	242-800 109.50	\$87.95

These sets are made from beautiful cut-pile carpeting\* in your choice of either black or red and are manufactured to original specifications. Bound only where original, including all snaps and rubber heel mats. Durable yet attractive, these carpet sets will give your MG the look of elegance you thought went out with Top hat and Tails!

**MOSS**

# SNAKE OIL IT'S NOT!

When was the last time you changed your brake fluid? Yes, that's right: brake fluid. Not just topped it off, but changed it? If you answer "never" or "years ago", you may wish to consider that failure to do so every couple of years can be an expensive oversight!



The problem is caused by two main facts: conventional brake fluid is hygroscopic (meaning it absorbs moisture from the atmosphere), and water causes corrosion. A third consideration is that constant heating and cooling (which happens when you use your brakes a lot) also causes eventual deterioration of hydraulic fluid. Most British sports cars these days, we surmise, are either restored (or at least very clean) and saved for occasional use only, or else they are worked very hard as "fun" cars. The former spend a lot of their time sitting around, being driven only occasionally; the latter get driven a lot so the brakes get a lot of use.

If your car does a lot of sitting around, every time you take it out there is a chance that one or more wheel cylinders will have stopped working because of corrosion. Eventually, you will have to rebuild your brakes again, even though you have put very few miles on the car. With today's costs for wheel and master cylinders, changing brake fluid regularly would seem a much more attractive alternative.

Perhaps the most attractive alternative, however, is making your next change the last one you'll need to do! How is this possible, you ask, in light of what was said earlier? By replacing your conventional brake fluid with Silicone brake fluid. There have been many views put forth about this product but two facts are inescapable: it must work as a brake fluid or it would never have received DOT 5 approval, and it

physically cannot absorb moisture. This latter point was confirmed in a test performed by two members of the Society of Automotive Engineers, with the results published in SAE Paper #780661. They reported "After two years of

won't make bad brakes work well, but if you've got good brakes and you want them to stay that way, consider one last brake fluid change - to Silicone Brake Fluid.

- 1. What's so GOOD about this stuff?**  
Answer: Well - I mean - nobody ever THINKS about brake fluid - until the brakes go bad. Mainly Silicone brake fluid doesn't absorb moisture, which is the cause of most corrosion, pitting, wear, and deterioration in your brake system. It's also nice that it lubricates, (the old stuff doesn't) it preserves, (the old stuff doesn't) and it doesn't harm paint (the old stuff - ever see it spilled on a fender?...Moan)
- 2. Is this stuff compatible with the old fluid - or do I hafta disassemble..... and replace.....ad nauseum?**  
Answer: It IS compatible with ALL automotive brake fluids and ALL brake system parts in ALL autos - Foreign, Domestic, and Antique. Believe It!
- 3. What'll it do to FOREIGN (read British) systems?**  
Answer: Make'em last forever! No, seriously - the best preservative known for natural rubber is (you guessed it) SILICONE! Your British car never had it so good.
- 4. Must I get ALL the old fluid out?**  
Answer: As much as possible - get that old stuff out! The sooner the better! It's not as hard as you might think to get out 97% or so.
- 5. Will this stuff cure my LEAKY brakes?**  
Answer: Now gee guys - this isn't snake oil. No, this won't reverse the ageing process created by your old brake fluid. Be sure your system is in good condition! Now put our silicone brake fluid in and it will stay that way indefinitely.
- 6. Isn't this stuff a little EXPENSIVE?**  
Answer: You're kidding. Checked the cost of a brake rebuild lately - if you can find the parts for that orphan? We've got one test car with 8 years and 137,000 miles on it, and the hydraulic system is NEW. I mean BRAND NEW! There's no wear, there's no corrosion, the hoses still pass burst tests as new, everything's new! We don't know...it may last forever. Now, if we were all engineer types we'd be talking "cost effectiveness", "safety considerations", "life cycle costs",.....while tearing our pocket off to get the billfold out.....Quick! This may be the best money you've ever spent!

service and 56,295 miles, the physical properties of the (silicone brake) fluid were unchanged and the water content was 0.00%. System wear and corrosion were non-existent..."

In the interests of long-term safety and economical maintenance of your valued car's brake system, therefore, it would appear that substituting silicone brake fluid for traditional, polyglycol based fluid is an excellent decision. The side-bar to this story is a reprint from the flyer which accompanies the silicone brake fluid we now sell; it answers the most commonly asked questions about this excellent product.

No, it's not snake oil, and it

## Moss Prices

### Up, Down, or Unchanged?

The answer to this question is yes, yes and yes! Because we publish a new price list every six months, some people think all the prices change and probably think all of them go up. We would like to share some statistics about our prices which we hope will please you. In our new price list just published in March, 78% of the prices did NOT change at all! We are very happy to report that about 10% of the prices actually went down and sorry to say that about 12% went up. The important number is that this last price change resulted in an overall two-tenths of one percent increase.

Our overall price increase from November of 1981 to March of 1983 has only been approximately seven-tenths of one percent. We at Moss Motors are proud of our ability to hold prices and will continue to do everything in our power to provide the finest quality parts at fair prices. Your individual support, along with that of thousands of other customers, helps make it possible to invest in manufacturing the hundreds of new products at reasonable prices that you need to keep your car on the road. We believe you will always find you can count on Moss to continue to "Maintain the Breed".

## From the Moss Library

"MGA - A History and Restoration Guide" by Robert P. Vitrikas

Two-hundred and forty pages of what has to be surely the most interesting and informative MGA book on sale today. Everything one needs to know is contained in eight chapters, type-set in easy-to-read print and written in a relaxed style. Besides containing a wealth of historical detail (from the birth of William Morris on October 10th, 1877 through the actual introduction of the MGA in 1955), the book also has 256 photos and diagrams, all of exceptional quality.

All of the MGA's (1500, Twin Cam, 1600, and MK II) are covered in detail, with special emphasis on extensive restoration work. Technical aspects are well explained and after reading this

(continued on pg. 8)

### Gift Ideas

For the MG enthusiast who has everything else for a complete restoration, these items are the finishing touches!

Coffee mug  
230-950  
Reg. Sale Price  
7.75 5.95

MG w/Moss Motors logo key fob  
229-900  
Reg. Sale Price  
2.95 2.50

## Jaguar Bulk Sealing Rubber

Our neoprene closed cell sealing rubber sections are made to original specifications and are of the highest quality. All extruded rubber items are priced and sold by the running foot.

WAS \$1.25 pr.ft.  
SALE 99¢ pr.ft.

### HOW TO USE THIS CHART:

Locate the desired seal in the description column. Refer to car type and model for correct seal and the number of feet required. The circled number has a corresponding part number in the left hand column. Find part number and order the number of feet required.

DESCRIPTION	XK120			XK140			XK150-150S		
	ROAD	FHC	DHC	ROAD	FHC	DHC	ROAD	FHC	DHC
① 011-743  DOOR SILL	① 8'	① 8'	① 8'	① 8'	① 8'	① 8'	① 8'	① 8'	① 8'
② 011-733  DOOR SHUT FACE PILLAR	NONE	NONE	NONE	NONE	NONE	NONE	① 6'	① 6'	① 6'
③ 011-741  DOOR HINGE PILLAR	② 4'	② 4'	NONE	② 6'	② 6'	NONE	NONE	NONE	NONE
④ 011-746  FRT. LUGGAGE COMP	① 3'	① 3'	NONE	NONE	NONE	NONE	NONE	NONE	NONE
⑤ 011-746  WINDSHIELD TO COWL	① 4'	NONE	NONE	① 4'	NONE	NONE	NONE	NONE	NONE
⑥ 011-746  TRUNK LID	① 8'	① 8'	① 8'	① 11'	① 11'	① 11'	① 8'	① 8'	① 8'

\*Used from chassis numbers 679001 on and 670001 to 674940. †Used from chassis numbers 674941 on.

Special Prices

## ...BOOKS!

<b>JAGUAR</b>			
XK 140 Owners Manual, 011-701	reg. \$16.50	sale \$12.75	
<b>MGA</b>			
Special Tuning Booklet, 211-000	reg. \$3.60	sale \$2.75	
1500 Drivers Handbook, 210-830	reg. \$8.95	sale \$6.95	
1500 Drivers Handbook, 210-800	reg. \$8.95	sale \$6.95	
Factory Workshop Manual, 210-410	reg. \$24.95	sale \$19.45	
<b>TRIUMPH</b>			
TR 2-3 Owner's Manual, 210-710	reg. \$9.95	sale \$7.75	
TR 4-4A Owner's Manual, 210-720	reg. \$9.95	sale \$7.75	
<b>MG TD-TF</b>			
Factory Workshop Manual, 210-400	reg. \$27.95	sale \$21.95	
<b>AUSTIN HEALEY</b>			
AH Cars 1952-1959, 212-250	reg. \$10.95	sale \$8.95	
AH Cars 1959-1967, 212-260	reg. \$10.95	sale \$8.95	
100-6/3000 Workshop Manual, 990-017	reg. \$10.95	sale \$8.95	
<b>MG</b>			
MG Sports-The Six Cylinder Cars, 211-480	reg. \$6.95	sale \$5.95	
MG Cars 1955-1957, 212-000	reg. \$8.95	sale \$6.95	
MG Cars 1959-1962, 212-110	reg. \$11.95	sale \$9.25	
MG Cars 1962-1970, 212-220	reg. \$10.95	sale \$8.95	

## New Items

### Rain-X

Even though this new product doesn't sound too exciting initially, it's one of the more sensible items we've tested for months. When applied to a clean, dry windshield or other glass area, it will render such surfaces completely water and soil repellent. Additionally, it improves clarity, reduces the surface friction, and restricts adhesion and build-up of virtually all foreign matter. Applied to headlamp lenses, the light intensity was noticeably improved as well as making it much easier to clean off bugs and insects.

Tested in both heavy and light rain, it was found that excellent visibility was maintained even without the windshield wipers in use! What a boon for cars with British wiper systems! We strongly recommend the use of this product to anyone who drives in the rain and wants to be able to see really well. A 7-oz. bottle is enough for many applications, and costs just \$4.95. Pretty inexpensive insurance! (Moss Part No. 221-550).

### Moto-lita

We at Moss are proud to announce we have been awarded the US distribution rights to the

best British steering wheel line: Moto-lita. They have applications for worldwide coverage on British, European, American, and Japanese cars with boss kits to match. Competitively priced and attractively finished, Moto-lita wheels have a unique construction. The one piece aluminum alloy frame has no joints as it's formed from one piece of heavy gauge plate. Connolly leather rims are hand-sewn over natural rubber hand grips. Selected wood rims are cross laminated, 3- and 4-spoke varieties are available either polished alloy or black, and numerous special options can be specified. Sizes range from 11" up to 16", with flat or dished configurations, black or tan leather as other choices. Moto-lita wheels are fitted to Aston Martin, GM Opel, Rolls Royce, and other top car makes, so there's no reason at all why you shouldn't consider fitting one to your family car as well as your sports car. Call or write for our application and price list.

**Sale Prices  
Effective  
April 15 thru  
May 31, 1983**

Sale Prices Not Valid In Conjunction With  
Any Other Moss Special Offer.

## East Coast

(continued from pg. 1)

eastern part of the country are then relayed by direct computer link to New Jersey for shipment. The exceptions would be when the computer shows the parts needed to fill the order are in stock only in California. Thanks to the amazing speed of computer link processing, there is no delay in this system; orders leave New Jersey just as quickly as they would California.

Customers whose orders are shipped from New Jersey will get much faster delivery without having to pay air rates. In fact, the rates on our "Simplified Shipping Chart" show that customers east of the Mississippi will now pay even less for ground service than previously! Faster service for less cost; hard to beat in this day and age!

An added feature of the new operation is a Sales Counter, open weekdays from 9:00 a.m. to 6:00 p.m., Saturdays from 9:00 a.m. to 1:00 p.m. The shop is located about 30 miles west of New York City in northern New Jersey, at 23 Taylortown Rd., Montville. Bob Goldman is the man in charge and he will be happy to welcome customers to this new Moss Motors facility.

**IMPORTANT:** Remember that Orders and Customer Service enquiries must go to California, even if your parts are shipped from New Jersey! All the records are kept at Goleta, and Bob and his crew handle only shipping and counter sales at Montville. Phoning us at New Jersey about anything other than a counter sale will not get you the information you need.

## Moss Library

(continued from pg. 7)

book I cannot think of any questions that remain unanswered. MGA clubs, competition activities, accessories, inside factory information, and engineering features are expertly presented.

It's virtually an encyclopedia of all that could ever be written about MGA's and related topics. An absolute must to have in your library collection and garage!

Order by Moss part number 212-960. List \$19.95.

## Classified Ads

We will accept advertisements for British sports cars from our readers, for a publication fee of \$25.00 per car per insertion. Publication will be roughly every three months; deadline for our next issue is July 31st, 1983. Be sure to include name, address, and phone number.



All cars mechanically and bodily sound.

1963 XKE Series I, 3.8 Roadster New red paint, red top	\$8,500
1965 XKE Series I, 4.2 Coupe XInt car, needs paint	\$6,500
1967 XKE Series I, 4.2 2+2 stick Chrome wires, black/black Sharp!	\$8,500
1970 XKE Series II, Roadster Green/green, all original, Chrome wires, stick shift	\$12,500
1972 XKE 12 cylinder, 2+2 Silver/red, automatic trans. Nice and clean	\$11,500

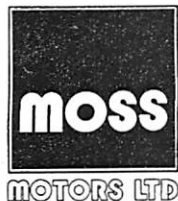
And introducing - The "Z-Jag" 120, the superbly authentic recreation of the classic XK120 roadster. Inquire at California's Jaguar specialists:

**MOSS JAGUAR LTD.**  
132 E. Montecito St.  
Santa Barbara, California 93101  
(805) 963-3608

## TIPS...

(continued from pg. 3)

when you call, but we cannot reserve them in your name and there may be four orders ahead of yours for the same part. Just be assured that we realise nobody benefits from lost sales! We try to have stock of all items at all times and, even if we are out when your order is pulled, a backorder will probably get your needs to you quite quickly. We currently have a 94% fill rate and only a couple of hundred of our 11,000-odd items are considered "problems"; if the part you need desperately is not on that list, there's a 94% chance it's in stock or else we'll have it back in very soon.



Moss Motors Ltd.  
P.O. Box 'MG'  
7200 Hollister Avenue  
Goleta, California 93116

Bulk Rate  
US POSTAGE  
PAID  
Permit No. 20026  
Los Angeles, Calif.



# LE

ORDER TOLL FREE,

(800) 235-6954

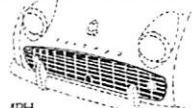
CONTINENTAL USA ORDER PHONES  
EXCEPT CALIFORNIA

(800) 322-6985

CALIFORNIA TOLL FREE ORDER PHONE

(805) 968-1041

CUSTOMER SERVICE PHONE



IPH  
diator grille (TR3 to TS22013) 870-020 74.50 52.95  
diator grille (TR3-3B from 22014) 870-030 33.75 24.95



IN HEALEY  
diator grille (100-6/3000 to 13750) 870-060 189.95 139.95

IN-HEALEY  
air axle pinion shaft 031-286 7.95 6.20



IPH TR3B from TS60001  
1 rocker panel, steel 855-800 24.75 19.95  
1 rocker panel, steel 855-790 24.75 19.95

IPH TR4-4A  
1 rocker panel, steel, short-e 855-240 43.75 34.95  
1 rocker panel, steel, short-e 855-250 43.75 34.95

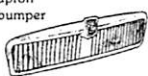
IN HEALEY 100-4  
1 steel rocker panel 855-950 39.70 27.75  
1 steel rocker panel 855-960 39.70 27.75

IPH TR4-4A  
1 fiberglass rocker panel 857-100 29.50 20.65  
1 fiberglass rocker panel 857-110 29.50 20.65



1500-1600  
all/grill flat 470-060 98.50 74.95

front apron 457-120 79.50 65.95  
front bumper 453-090 129.95 99.50  
fille 454-140 109.95 79.95



for XK120, 140, 150  
"co" decal for windshield 011-707 2.75 1.95  
her jar ARQUES 215-608 1.95 1.45



ARQUES  
on jack decal set 215-608 1.95 1.45



ARQUES  
base gun 386-710 23.25 18.75



PH TR2-3B  
storage tray 241-010 16.95 13.95

IPH TR4-4A  
storage tray 241-020 16.95 13.95

TF  
storage tray 241-030 16.95 13.95

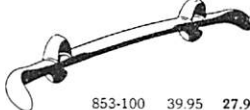


driver door striker 470-540 5.45 4.25

AUSTIN HEALEY  
Exterior door handle (3000, BJ7 & BJ8 to (C)26704)  
R/H 021-728 24.95 22.95  
L/H 021-729 24.95 22.95

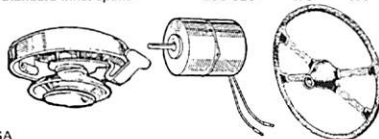


SERITE/MIDGET  
Rear bumper 853-100 39.95 27.95  
Rear overriders, each 853-110 11.50 8.95

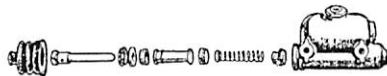


TRIUMPH  
Switch plate (TR4 to 25934CT) 633-530 5.00 3.75  
Lower padded dash support (TR4 from 1528CT) 633-440 19.95 14.95

MG TC  
Standard spoke and nipple set (48) 200-318 39.85 30.95  
Standard outer spoke 200-010 .70 .55  
Standard inner spoke 200-020 .75 .60



MGA  
Hand crank bracket 470-970 3.80 2.95  
Badge bar 453-400 46.75 32.95  
Rear axle rebound rubber 267-650 6.95 5.45  
Gas filler pipe seal 282-720 1.20 0.95  
Original gas cap repro. 470-190 14.75 11.50  
Heater motor 360-430 157.50 129.95  
Original type steering wheel 263-250 107.45 79.95  
Turn signal handle (Original) 233-780 2.45 1.95  
Trunk lock (Accessory) 222-500 12.50 9.75  
Battery bracket assy. 473-178 99.75 84.95



JAGUAR XK120, 140  
Brake master cylinder (std. system) 011-234 67.95 52.95

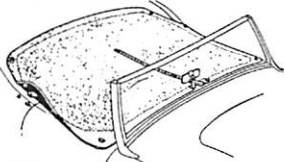
JAGUAR XK150  
Front brake piston cylinder, 2 3/4" 031-963 38.25 29.75

AUSTIN HEALEY  
Caliper repair kit (3000 to (C)26704) 513-212 23.95 18.65

MG TC  
Rear wheel cylinder 180-580 82.35 64.25

JAGUAR  
Front wheel cylinder (early XK120) 011-237 20.95 16.35  
Front brake hose (tandem) 011-248 9.95 7.75

JAGUAR XK150, 150S (with square disk pads)  
Rear piston & cylinder, 1 1/2" 031-992 98.45 79.95



AUSTIN HEALEY  
Mark II tonneau 021-538 69.95 49.95  
100-4 motif 021-737 12.95 10.65  
3000 motif 021-738 7.95 6.25  
Winged emblem (100-4 /3000 to (C)13750) 021-725 12.95 10.65

AUSTIN HEALEY 100-4  
Sway bar bush 682-140 1.50 1.10

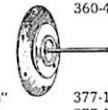


AUSTIN HEALEY 100-6  
Side curtain socket, with nut & washer 805-120 6.45 4.95

MGA  
Disc brake pads 182-210 13.85 10.95

AUSTIN HEALEY 100-6/3000  
Heater control panel 021-575 9.95 7.95

MGA  
Heater control panel 360-450 9.75 7.95



SU FUEL PUMP  
Short diaphragm, 2 3/4" 377-130 10.95 8.95  
Long diaphragm, 3" 377-140 10.95 8.95

MGA TRIUMPH TR2-4  
Throttle area scuff plate 240-900 17.30 13.95



MG TC  
Maplight 144-500 32.60 25.50  
Clutch housing oil seal 120-200 2.30 1.75  
Rear hub oil seal 121-200 3.95 2.95  
"Altette" horn 165-900 74.95 61.95  
Plate, side curtain mounting 405-200 4.25 3.45

MG TC, TD  
Chrome washer set, behind horn push 233-950 3.95 2.95

MG TD (early) TO (C)21302  
Taillamp ring 157-920 3.65 2.95  
Taillamp glass lens 157-910 9.15 7.25

MG TD, TF  
Chassis strap (for pipes, harness, etc.) 181-900 1.90 1.45  
Gearbox oil drain plug 442-050 2.50 1.95  
Rear jet lever to carb. link (holds choke cable) 370-430 7.80 5.95  
Rear axle bump rubber 266-500 11.95 9.35  
Column excluder 454-040 8.50 6.75  
Gearshift boot (accessory) 454-550 5.75 4.75  
Collar, rear hub seal 266-030 65.50 53.75  
Fan (generator) 433-670 9.95 7.95

MG TC, TD, TF  
Handbrake boot, TC (accessory) 454-060 7.95 6.45  
Handbrake boot, TD, TF (accessory) 454-070 5.95 4.75  
Rear carb. float cover w/lever 375-068 29.95 23.95  
Rear view dash mirror 165-090 16.15 12.45  
Fuel pump elbow outlet set 375-038 9.95 7.75



MGA/TR2-3/JAGUAR  
Stop light lens, repro. 159-210 5.95 4.65



JAGUAR XK120  
Radiator top hose 011-175 9.95 7.75  
Radiator by-pass hose 011-181 7.50 5.85



JAGUAR  
Hydraulic tensioner assy. (late XK140-150S) 011-139 15.55 12.15

JAGUAR XK120  
Timing chain tensioner spring 011-241 8.95 6.95

JAGUAR XK120, 140, 150  
Interior lamp bulb 011-297 1.95 1.45

Rear door glass frame window seal (All, F.H.C.) 011-742 2.95 2.25  
Quarter window seal 680-900 15.95 12.95

JAGUAR XK120 (Rear bumper ext. Grommet, spacer tube) 011-818 1.45 0.95



TRIUMPH  
Handbrake rubber snug, TR2-3B 680-820 18.85 15.95



TRIUMPH TR4-4A  
Radiator duct panel 855-130 26.15 19.95  
TR4 "A" medallion 601-100 3.95 2.95

TRIUMPH TR2-3B  
L/H spare wheel lid lock 802-420 4.95 3.95  
R/H spare wheel lid lock 802-430 4.95 3.95

TRIUMPH TR2-3B  
Hood buffer pad 680-530 3.60 2.75

Disc brake dust cover (TR3-4, except 3B, to CT4689 wire, CT4387 disc)  
RH 582-100 6.95 5.25  
L/H 582-110 6.95 5.25