



# Motoring

PUBLISHED BY MOSS MOTORS LTD. P.O. BOX MG, GOLETA, CALIFORNIA 93116 °AUGUST 1984

## REBUILT SHOCKS!



List Price \$72.50 each, includes a \$25.00 core charge which is refundable upon receipt of a complete rebuildable core sent to us after you receive your new rebuilt unit, making your net cost just

**\$47.50 each!**

Good shocks really make a difference in the ride and handling of your sports car. Our shocks are completely rebuilt, restoring them to original specs.

<b>MGA:</b> Front Shock	264-805
Left Rear Shock	267-625
Right Rear Shock	267-635
<b>TR2-3B:</b> Right Rear Shock	670-130
Left Rear Shock	670-140
<b>TR4:</b> Right Rear Shock	670-135
Left Rear Shock	670-145
<b>TR4A-6:</b> Left Rear Shock	670-150
Right Rear Shock	670-160
<b>MGB:</b> Front Shock	264-365
Left Rear Shock	267-995
Right Rear Shock	267-995

**MOSS Moss Motors, Ltd.**  
PRICES VALID UNTIL MARCH 14, 1985

## YOU'RE INVITED TO MARQUE DAYS!

Visit one of our three counter locations and enjoy all of the festivities, including a swap meet (bring any used parts you want to sell; no charge for swap meet spaces). All sales at the counter will get a 10% discount on Marque Days (except on sale-priced items) and we will ship your order if you buy more than your sports car has room for. Meet our people and take a tour of our facility! See for yourself what makes Moss the leader in British sports car parts and accessories! Coming Marque Days...

- **MG T-series**
  - Goleta, California Saturday, August 4th
  - Rockaway, New Jersey Saturday, August 4th
  - Beltsville, Maryland Saturday, August 11th
- **Austin Healey**
  - Goleta, California Saturday, October 6th
  - Rockaway, New Jersey Saturday, October 6th
  - Beltsville, Maryland Saturday, October 13th

Hours: 9:00am to 4:00pm.

With local club participation, there may also be Car Displays, etc. during the Marque Days proceedings. Please call if you would like to help organize!

## Accelerating Orders

# Breaking The Time Barrier

The difference between a satisfied customer and a frustrated customer is, often, the time it takes to fill an order. At Moss Motors, breaking the time barrier is the focus of all our efforts. When supplying parts for cars not manufactured in over thirty years, speed can be a tall order to fill! To meet this demand our operations are designed to enable us to ship the majority of our orders within 24 to 48 hours of their being received. Averages being what they are—a meld of long and short—this means that a large percentage are shipped the working day following their receipt! We ship thousands of orders per month to our customers across the country, and around the world. We thought you might be interested in knowing how we manage to process such a large volume of orders and still break the time barrier.

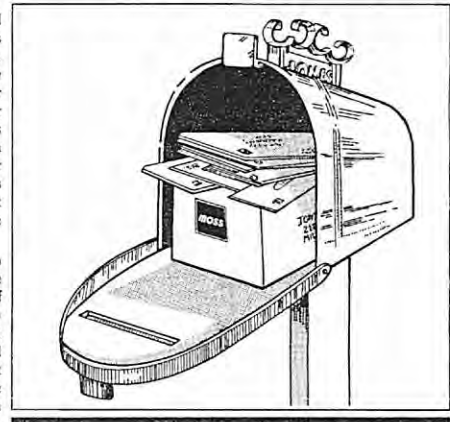
Whether your order is phoned or mailed in, it is entered into our computer shortly after receipt so the first of many double checks can begin. We check the completeness and accuracy of the information about you, (new address, phone number, etc.) your car, (an Austin Healey 3000 Mk III BJS, not just a "Healey", or maybe a different car than on your previous orders) and method of payment, (pre-paid, C.O.D., charge card). Your part description is compared to ours (yes, a brake disc and a brake rotor are the same thing). At this time, we determine which warehouse will enable you to receive your order most quickly.

Utilizing our coast to coast computer link, your invoice/packing list is printed at the facility selected. Goleta, (where, incidentally, we are adding 13,000 square feet of additional space!) or our 8,000 square foot facility at Rockaway, New Jersey.

Whether your order is two items or two hundred items, it is given the the same careful attention and pulled in the same sequence as it was received. Our warehouse staff prepares your order for shipment, checks for completeness, accuracy, and basic logic (why does this order for TR3 parts call for a TR6 wiring harness?). This enables us to catch errors before your order leaves the warehouse, thus minimizing customer frustrations.

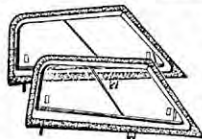
Of course, delays can occur. One example, the gremlins in the credit card center may deny a charge, etc. The overall picture, however, shows that we keep a high volume of orders flowing through at a fast rate. Moss Motors is continually striving to update systems and methods to give you even faster service. We are not satisfied until you are.

Naturally, if you need your parts in a super hurry, nothing beats picking them up  
*Continued on page 3.*



*Notice:  
Your current  
Spring-Summer  
Price List  
has been  
extended until  
September 30,  
1984!*

## SIDE CURTAINS!



New and Improved! Our newly redesigned sliding plexiglass side curtains for Austin Healey and MGA are superior to any on the market, even the factory original ones. These polished alloy framed side curtains incorporate all of the best features found on the special side curtains supplied with factory MGA hardtops, plus a few innovative ideas of our own. They really look and fit great, order a set for your roadster today!



**MGA Side Curtain Set** 259-648 \$149.95  
**Austin Healey 100-6/3000 Side Curtain Set** 259-508 \$149.95  
PRICES VALID UNTIL MARCH 14, 1985

## Table of Contents

Classic-fied Ads.....	page 8	Rebuilt Components.....	page 4
How To Order From Us.....	page 8	Rebuilt Parts Prices.....	page 5
Marque Day Schedule.....	page 1	Santa Barbara Division.....	page 2
Moss Warehouses.....	page 2	Tech Article.....	page 6
Moto-Lita Steering Wheels.....	page 4	Triumph TR250/6 Catalog.....	page 6
Summer Savings Sale.....	Center Pull-Out Section		

## TRIUMPH TR4-4A-250-6 WIPER BEZELS!



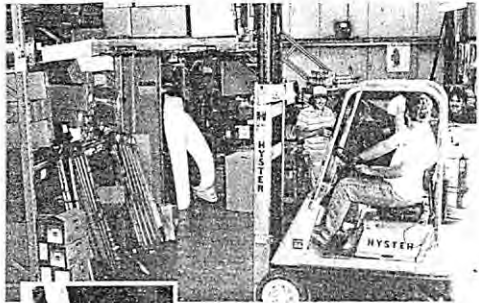
The original wiper bezels on TR6's are notorious for cracking and rotting, but now Moss has the solution! Complete with washer nozzle.



L/H 565-030 \$7.45  
R/H 565-020 \$7.45  
(Price valid until March 14, 1985)

## The Heart Of Our Operation

# WAREHOUSING AT MOSS MOTORS



### Moss California Warehouse

Every day, numerous trucks arrive bringing fresh supplies of parts from our domestic and international suppliers. All parts are checked carefully before being put on our shelves or transferred to "over-stock" warehouses. (We have several of these to store stocks beyond a couple of months' requirements, which we sometimes buy in order to get volume discounts which we can then pass along to you.) Ray Attleberger (*farright*) manages the Receiving operations, ably assisted by Steve Gunton (*left*) and Gene Lavoie (*driving*).



The styrofoam "peanuts" we use as packing material provide excellent protection for the parts we ship. The range of shapes and sizes of the parts we sell require some occasional "creative packaging" but, overall, the number of items damaged in shipment amounts to less than one-tenth of one percent of what we ship!

Over 12,000 sq. ft. of warehouse is divided into two levels, packed with some 16,000 different items. Construction of a 13,000 sq. ft. addition is underway to accommodate the new lines and additional stock that we plan to carry as our catalog range expands. Here we see one of our eight parts pullers, picking an order for a customer.



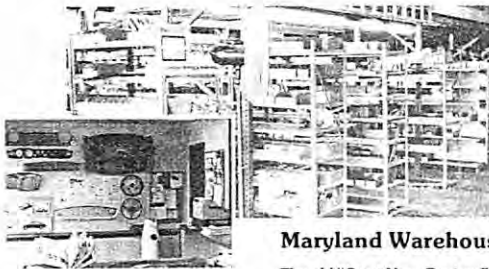
### New Jersey Warehouse

Pictured here is our East Coast staff outside the Rockaway, New Jersey, warehouse and showroom. Our East Coast Warehouse Manager, Bob Goldman, and crew pack into Bob's TR4 during a rare break from packing orders for our East Coast customers.



Shipments leave Rockaway daily to customers throughout the Eastern half of the U.S. Delivery times and shipping costs for you have been significantly reduced since we opened this facility.

United Parcel Service sends us an empty truck every day—and it leaves here full! We find their service exceptionally good, but use the mails or truck service where circumstances so require. Our "Simplified Shipping & Handling" chart in our Price List saves a lot of time, as the invoice can be completed without having to wait for the package to be sealed, weighed, etc. This is another way we are able to get parts out so quickly! In this shot, we see part of Hank Carralejo's shipping crew readying another day's output for the truck.



### Maryland Warehouse

The old "Start Your Engines" location in Beltsville is now primarily our Used Parts/Rebuilt Parts center. We do, however, have a full range of "fast-moving" parts and accessories available for local customers to purchase over the counter. Items not in stock can be shipped quickly from our other warehouses (with no shipping charge to you, if you "back-order" off a counter invoice!)



Shown at left is part of the 8,000 sq. ft. Rockaway warehouse, where our range of parts is rapidly expanding to include almost the entire range we carry at our main Goleta warehouse.

### AUSTIN HEALEY SHROUD REPAIR PANELS!

Now you can repair the damage to your Austin Healey from a front end collision the proper way, without a ton of 'bondo'! Our front shroud repair sections are made of aluminum, as original. Each piece accurately duplicates the original contours, making installation a straightforward procedure for any fairly talented bodyman.



Ⓐ Aluminum Front Shroud Side Section R/H 857-585 \$224.50 each  
L/H 857-595

Ⓑ Aluminum Headlamp Repair Panel R/H 857-555 \$138.50 each  
L/H 857-565

Ⓒ Aluminum Upper Shroud Repair Panel 857-575 \$178.50 each

Ⓓ Aluminum Lower Shroud Repair Panel  
(Fits to Body No. HBJ-8 76137) 857-535 \$274.50 each.  
(Fits from Body No. HBJ-8 76138) 857-545 \$298.00 each.



Moss Motors, Ltd. P.O. Box MG  
Goleta, California 93116 (805) 968-1041  
Prices Valid Until March 14, 1985

## Santa Barbara Division Sale!

More great deals from Moss' Santa Barbara Division, the division that specializes in supplying parts and accessories for British Leyland cars not covered by a Moss catalog. The Summer Specials listed below are just a small sample of the parts Moss' Santa Barbara Division can supply. With many thousands of parts in stock and others available through special order, Moss' Santa Barbara Division can supply the parts you need for your MG Midget, Austin Healey Sprite, MG 1100, Austin, Rover, Triumph TR7, TR8, Spitfire, Stag, Jaguar XKE, XJ6, XJS, and many other BMC & JRT cars. No parts catalogs are available for these cars. Parts orders for these cars, as well as the Summer Specials listed below, MUST go to our Santa Barbara Division at 132 East Montecito Street, Santa Barbara, California 93101; or give us a call at (805) 963-0741. These prices are strictly limited to stock on hand.

Remember, Phone (805) 963-0741 For Specials Below!

1500 MG Midget Engine Mount (1975 on)	88G274	Regularly \$9.45	<b>Sale \$6.62</b>
1500 MG Midget Exhaust Manifold (up to 1977)	CHA 565	Regularly \$207.80	<b>Sale \$145.46</b>
1500 MG Midget Exhaust Manifold (1977 on)	RKC 5011	Regularly \$226.15	<b>Sale \$158.31</b>
Triumph TR7 Clock (with cable reset)	CTJ 3702/00	Regularly \$99.50	<b>Sale \$69.65</b>
Triumph TR7 Head Gasket Set (all with carbs)	GEG 1220	Regularly \$64.50	<b>Sale \$45.15</b>
Triumph Spitfire Valve Cover Gasket (all Spitfires)	GEG 414	Regularly \$3.00	<b>Sale \$2.10</b>
MG Midget Rear Wheel Cylinder (1963 to 1974)	LH241-396	Regularly \$37.02	<b>Sale \$25.91</b>
Triumph TR7 Water Pump (1977 to 1981)	RTC 2255	Regularly \$77.10	<b>Sale \$53.97</b>

High Performance Ignition Wire Sets			
MG Midget (1961 to 1974)	IGN809HP	Regularly \$9.02	<b>Sale \$6.31</b>
MG Midget (1975 to 1981)	IGN884HP	Regularly \$7.46	<b>Sale \$5.22</b>
Spitfire (1962 to 1974)	IGN1009HP	Regularly \$7.33	<b>Sale \$5.13</b>
Spitfire 1500 (1975 to 1981)	IGN884HP	Regularly \$7.46	<b>Sale \$5.22</b>
TR7 (with carbs, '75 to '79)	IGN1011HP	Regularly \$9.79	<b>Sale \$6.85</b>
TR8 (fuel injected, '80/'81)	IGN1013HP	Regularly \$17.79	<b>Sale \$12.45</b>

Remember, Phone (805) 963-0741 For Specials Above!

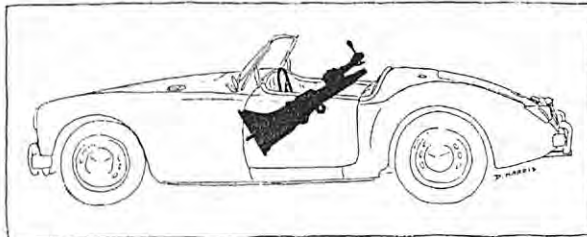
# MGA GEARBOX REMOVAL

## An Alternate Method

You've been putting it off, but now you're going to have to do it—rebuild your MGA Roadster's transmission. You run to your Factory Workshop Manual and scream in horror as it tells you that you must pull both the engine and the transmission out as an integral unit in order to get at the beast. At best, you will be told by some workshop manuals that you can separate the tranny from the engine first, but the engine still has to come out! If you don't have the facilities to pull the "power unit" out, don't panic—there is another way! The transmission can be removed separately out the cockpit. (The author does not know if this is possible with a coupe.) This can be accomplished in the

shift knob, and then remove the transmission tunnel.

- 5) Remove the driveshaft after noting its rotational position.
- 6) Disconnect the speedometer cable.
- 7) Remove the clutch slave cylinder from the transmission.
- 8) Drain the oil from the transmission.
- 9) Remove the bolts securing the toeboard support plate part of the firewall (which the steering column passes through), so that it can be shifted, and you can best maneuver the transmission.
- 10) Unbolt and move the starter motor out of the way.



following manner:

- 1) It will be easier later if you jack the car up and secure all four corners with very sturdy jack stands. Lower the top out of the way.
- 2) Remove the seats. The seat slides may be left in place.
- 3) Remove the floorboards. This may or may not require the removal of the carpeting. Remove the toeboards at the firewall. (When replacing, it is a good idea to carefully caulk all seams where the floor and toeboards fit to the frame, so they are waterproof.)
- 4) Remove the driveshaft cover (the rearmost section of the transmission tunnel). Disconnect the emergency brake cable at the handbrake lever, and remove the two parts that strengthen the transmission tunnel at the handbrake. (These two parts also prevent the driveshaft from catapulting the car, should the front universal break and the driveshaft drop at the front.) Remove the gear-

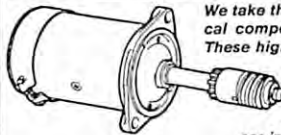
- 11) Support the rear of the engine. Support the transmission. Remove the gearbox to frame mounting bolt. Unscrew and remove the clutch housing to engine retaining bolts, being careful not to allow the weight of the transmission or engine to rest on the gearbox input shaft!
- 12) With a friend, carefully pull the transmission away from the engine until the input shaft is free, then carefully lift the transmission up tail-first out the cockpit.

Whew! You've done it. We never said that it would be any easier, but if you're in the aforementioned predicament, it works quite well. As you might guess, replacement is a reversal of the removal procedure.

Submitted by David E. Harris  
Pasadena, CA

*Editors Note: Moss staff experience generally goes with the factory advice of pulling the engine and transmission together. We offer the above for your consideration.*

## REBUILT ELECTRICS!



We take the sting out of buying major electrical components for your British Sportscar. These high quality remanufactured units are durable and reliable, yet cost far less than new ones. Below is just a sample of the rebuilt electrical items we stock, give us a call if your car isn't listed. Buy from Moss and Save!

### GENERATORS

MG TD-TF	140-310	\$89.95 (Price includes \$15.00 core charge)
MGA (to engine 16GA 6272)	140-230	\$81.95 (Price includes \$15.00 core charge)
Triumph TR2-3-4-4A		
MGA (from engine 16GA 6273)		
MGB (18G, GA & GB engines)	540-200	\$60.80 (Price includes \$8.00 core charge)

### STARTERS

MG TD-TF	140-420	\$81.95 (Price includes \$15.00 core charge)
MGB (18G, GA & GB engines)	140-465	\$88.95 (Price includes \$20.00 core charge)
MGB (RD from chassis 136401)		
GT (from chassis 136472)	131-210	\$155.30 (Price includes \$20.00 core charge)
MGA & TR250 (Also 1969 TR6)	541-540	\$65.00 (Price includes \$7.00 core charge)



Core Charge refundable upon receipt of a complete, rebuildable core of the same type.

PRICES VALID UNTIL MARCH 14, 1985

## Time Barrier continued from page 1

yourself! With three counter locations, we welcome the opportunity to provide instant access to our parts for a large number of our fellow enthusiasts. (We say fellow enthusiasts because we can count more than sixty British cars among our staff, some people having three or more!) In Southern California, our Goleta showroom is just a couple of hours up the coast from the Los Angeles area, and Rockaway is just an hour or so from New York City, through the New Jersey countryside. Our Beltsville, Maryland used parts/rebuilding center also has a "new parts" counter, and is located on the northern outskirts of Washington, D.C. If you live within easy driving distance of any of these locations, or just happen to be in the area, please stop in to visit for the prompt convenience of counter service.

Moss Motors began over 36 years ago as an over-the-counter parts store and we still maintain the courtesy and consideration of personal service. Every order is the most important order. Whether it is a phone call, mail order or counter service, we will continue to break the time barrier with satisfaction!

## There's More To Moss...

For over 36 years, Moss Motors has built a tradition of offering quality spares for vintage British sportscars. Now, with the expansion of our MGB catalog (covering all B's thru 1980), and the soon-to-be-released TR250/6 catalog, Moss is moving to supply the next generation of classics with the same comprehensive selection of new original, reproduction and accessory items. Catalogs are just \$2 each or \$1 with order.

MGB (edition MGB-02)  
Triumph TR2, 3, 4, 4A (edition TRI-02)  
Triumph TR250 & 6 (edition SYE-01)  
Jaguar XK120, 140, 150 (edition JAG-06)

MGA (edition MGA-10)  
MGTC, TD, TF (edition MGT-20)  
Austin Healey 100-4,  
100-6, 3000 (edition AHY-03)



# MG MEMORIES

A Short Story Submitted by Judy Rohlfing

A few months after I'd received my driver's license, in 1965, my parents surprised me with a '57 MGA. To a sixteen-year-old girl, this was perfect car in every way, from its wire wheels up to its convertible top. I wanted it painted canary yellow with a black interior, so paint it we

did. I also added a luggage rack and chrome gearshift knob. My boyfriend, at the time, also had a 1958 MGA; one of our favorite occupations at that time was sneering at all the passing TR's, while we waved "hello" to all the other MG's. We were kept busy, as there were many of

both on the road in those days.

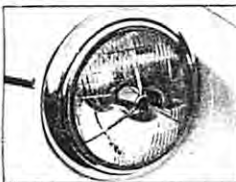
In the early '70s, I parked the MG in my parents backyard when I got a larger, safer car to use for travel. There it set on blocks, winter and summer, for twelve years. During those years, occasionally people would stop and try to buy the car to "take it off our hands". But I always knew that someday we would get her running again, and last year, 1983, we did.

Getting any car running that has set for twelve years outside would be a challenge. And this one was no exception. One thing in our favor was that we already had a rebuilt engine in it with low mileage. But it needed a lot of work and parts replaced.

Just driving the car from my parents' to our garage was a bit of a problem. The original black plastic steering wheel had disintegrated to a thin, flexible metal rim; it had to be wrapped firmly before we could steer with it. After taping the wheel and getting the engine sputtering along,

Continued on page 8.

## TRIPOD HEADLAMPS!



Not legal for street use in California. Other states may also have regulations regarding street use.

Without a doubt, this one accessory will give your car the look of a classic British sportscar! These reproductions are virtually identical to the Lucas originals, and give a powerful light as well as looking great.

### Tripod Light Units

(Includes headlamp, bulb, and bulb adaptor)

156-878 \$84.95 pair.

(Price valid until March 14, 1985)



## SEAT BELTS!



For everyday use, our US-made seat belts are an excellent buy. Simple to operate, they provide that extra measure of safety and security during brisk cornering or highway cruising. Easily installed in most British sportscars. Available in black only, sold individually. 222-215 \$17.95 each.



PRICE VALID UNTIL MARCH 14, 1985

## 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 Dept., P.O. Box MG, Goleta, CA 93116. Contributions, whether selected or not, will be returned only if accompanied by a stamped, self-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 need 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.

## MGB WHEEL TRIM RINGS



This factory-optional trim ring really perks up the look of your disc wheels, particularly the Rosstyle wheels! Polished anodized aluminum for durability. Sold individually.

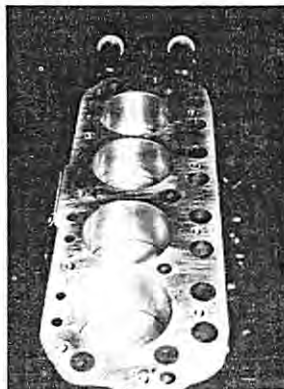
MOSS

455-370 \$11.95  
(Price valid until March 14, 1985)

# Moss Motors Ltd. REBUILDING DEPARTMENT

At our Beltsville, Maryland operation, we have a Rebuilding Department in which our skilled technicians rebuild a variety of components. These items include engines, carburetors, transmissions and differential units. Before any item is actually rebuilt, it is first completely disassembled and cleaned. This allows each individually cleaned part to be thoroughly inspected for serviceability before re-assembly. Any part found to be unserviceable is discarded and replaced. During assembly, particular attention is given to proper fit, tolerances, assembly procedure and cleanliness. Each item is rebuilt by hand, one at a time. There is no substitute for such a thorough rebuilding service!

All rebuilt prices are on an exchange basis. Should you not have an old unit to exchange or want to keep your old unit until your rebuilt unit arrives, please include the core charge with your payment. On receipt of the rebuilt unit, pack the old used core in the same packing and return it to us, freight pre-paid. We will then refund your core deposit when the old core has been inspected. This procedure ensures that you will not send us any components with your core that are not included with our rebuilt units.



used to check for cracks in metal. All blocks are checked for line-bore and then re-aligned if necessary. During assembly, the following new parts are fitted: Pistons, bearings, seals, gaskets, lifters, valve guides, valve springs, valve guide seals, all new valves, cam bearings, timing chain and tensioner, rocker arm shaft and connecting rod bolts. Other items are replaced as required with new or good used parts.

In comparing engine rebuilds and prices from other sources, keep in mind that our rebuilds are not assembly-line products. For example, each valve is hand-fitted into its seat and tested under pressure to ensure against leakage. Another factor to compare is that we do not simply repair the particular problem. Instead, we completely remanufacture the unit, giving you the closest thing to a brand-new unit.

Our normal engine rebuild does not include flywheel, fan, thermostat and housing, distributor, dipstick, manifolds,

heater control valve and water pump. These items are available at an extra cost if you desire them.

### Rebuilt Short Blocks

Rebuilt short blocks are also available and are built to the same exacting standards as our complete engines. They consist of Engine block, pistons, connecting rods, oil pan and pump, timing chain and sprockets, tensioner, timing chain cover and bearer/adaptor plates.

### TR4A IRS-TR6 Rear Differentials

The units are cleaned and visually checked for exterior damage. We then completely disassemble the units.

When the ring and pinion are found to be defective, both are replaced as a set with a good used set. We replace in sets to prevent mismatching or vibration problems. All bearings, seals and thrust washers are replaced with new parts.

During assembly, close attention is paid to pre-load and backlash, which cause severe clunks in the differential when set up incorrectly. All shims are set up to give proper tolerances.

The finished product is then re-checked with a dial indicator to ensure proper backlash and axle float. The ring and pinion are then checked with Engineers Blue for proper mesh pattern. The entire unit is then painted and ready for installation.

### Carburettor Repair and Rebuilding

We offer specialized repair and rebuilding services for SU and Zenith-Stromberg carburetors. Commonly performed operations include rebushing bodies and fitting new throttle spindles (shafts) and complete rebuilding. To support these operations, we maintain a very large inventory of both new and used carburettor parts.

## Rebuilt Engines

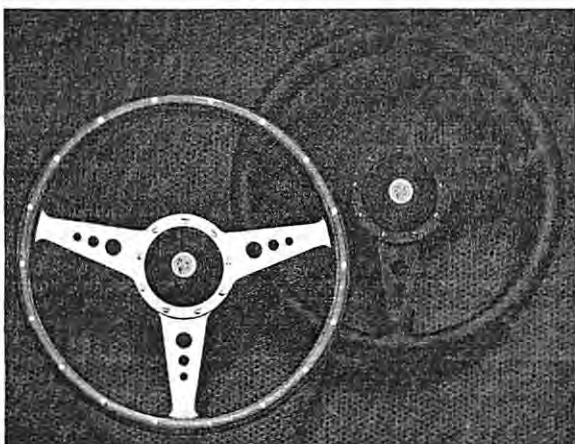
Rebuilt engines are supplied complete with head, valve cover, oil filter and housing, oil pump and pan, and engine bearer/adaptor plates. After being disassembled, the engine block, cylinder head, crank and cam are sent out to a machine shop for magnafluxing and re-machining. Magnafluxing is a process

# MOTO-LITA STEERING WHEELS

For the last eighteen months or so, Moss has enjoyed the distinction of being the sole authorized exclusive importer of the outstanding, British-made "Moto-Lita" branded steering wheels. In response to consumer demand, the manufacturer has recently widened his range of wheels to include a number of super new designs. The traditional proven high quality of Moto-Lita wheels is now available in a variety of styles, sizes and finishes wide enough to suit almost any taste or vehicle!

To help you choose the wheel for your car, we have a beautiful new full-color brochure which illustrates 42 Moto-Lita wheels. Their range is truly exciting! There are a dozen different basic styles: 3-spoke and 4-spoke in polished alloy, black or gold anodized spokes in flat or dish configuration, light or dark wood-rims, tan or black leather padded rims (real Connolly leather over natural rubber padding!), and diameters from 12" to 16". If you cannot find a style to suit your car, your tastes are unique indeed!

In addition to the standard range, which can be supplied with hubs to fit all British sportscars and most modern imported and domestic cars, Moto-Lita also makes some very special wheels. They have exact replicas of Ferrari, AC Cobra, Shelby Mustang and Jaguar XKE wheels (the latter in original 16" and more con-



venient 15" diameters), as well as wood and leather rim wheels which bolt straight onto a Corvette original hub. Every Moto-Lita wheel is made to exacting standards from the highest possible grade of materials. Their guaranteed quality, strength, comfort, good looks and durability make them the choice of the enthusiast who cares enough to have

the best steering wheel in his car.

Surprisingly, Moto-Lita wheels are not particularly expensive! While they do cost a bit more than the "vinyl over styrofoam" pseudo-leather wheels, their prices compare very favorably with other wheels of similar quality. A typical wheel costs just \$91.75 plus \$36.85 for the hub kit complete to custom fit your car!

### MAINTENANCE LOG!

The maintenance log concept has been used in maintaining aircraft to a reliable and safe standard for decades. Now you can apply this concept to your British sportscar. Even the family station wagon can benefit from this handy book. Valuable information can be recorded in a clear, concise manner, eliminating guesswork so that servicing is easier for you, your mechanic, or a driver who is unfamiliar with your vehicle. Protect the investment you've made in your car with this "hard facts" concept and take the uncertainty out of reliability and resale. Size 8 1/2" x 5 1/2", 30 pages.

213-090 \$5.95 each.

**MOSS Moss Motors, Ltd.**  
Price Valid Until March 14, 1985

So why not customize your everyday car and dress up your sportscar with the finest steering wheels available today? Write or call for our new Moto-Lita color brochure, and choose the wheel that exactly suits your individual tastes, (or discover which one you simply really like, and plan that Christmas present now!)

To facilitate efficient service, we request that carburetors sent to us for work be sent without air cleaners, fuel lines and intake manifolds. Please empty all gasoline from float chambers! If sending stripped bodies for rebushing, leave the throttle spindles and throttle discs in the bodies.

For all work, it is essential that we be informed of the make, model and year of the car. When a complete rebuild is specified, we disassemble, clean and check all parts, rebush the bodies, ream the bushes to fit new throttle spindles, replace unserviceable parts, and rebuild carburetors using Moss Motors' Rebuild Kits. Any other items that need replacing are done so by using good used carburetor parts from our huge carburetor inventory. Throttle spindles, bushes and rebuild kit items (gaskets, seals, metering needles, jets, float needle and seat assemblies, etc.) are included in our "complete rebuild" prices. The carburetors are then checked for proper assembly and operation, and adjusted to factory static settings. Remember—it is impossible to tune carburetors except on the engine on which they will be used.

We will rebuild your carburetors, exchange your old ones for rebuilt ones from our stock, or sell our rebuilt carburetors outright. In case of an outright sale, a core charge is added to the rebuild price.

#### Rebushing Carburetor Bodies

Rebushing carburetor bodies and fitting new throttle spindles is a major part of a proper carb. rebuild that is often overlooked. Vacuum leaks due to worn bodies and/or spindles cause poor idle, poor performance and poor fuel economy. To rebush bodies, the old bushes must be drilled out, just short of entering the carb. venturi. Since each side of the carb. must be drilled separately, accurate alignment of the two holes must be maintained. New bushes are then pressed into the bodies and reamed to fit the new spindles with the minimum clearance which allows smooth rotation of the spindle.

#### Rebuild Transmissions

Next to our rebuilt carburetor service, the rebuilt transmissions are our most

popular item. The rebuilt units include all new bearings, bushes, synchronizer cups, thrust washers, seals, gaskets and layshaft. Gears are replaced when necessary. The units come complete with shift tower, but do not include throwout bearing, release bearing shaft, shift knob or shift boot.

#### Rebuilding Warranty

Our rebuilt components are warranted for 3 months or 3000 miles for defects in parts or our workmanship. We cannot be responsible for any defects brought about by improper installation, tuning or abuse.

#### A Note About Used Parts

Quite often, we come across engines or transmissions that are in very good usable condition. When this happens, we



mark that unit with the vital statistics, and will sell it at quite a savings over a fully rebuilt unit.

So, if you have been having trouble finding a mechanic willing (or able) to work on your car, remember our Rebuild Parts program. Not only might you save some money, but you'll be assured of having the job done properly. The accompanying price table gives all our current offerings; if you have any special needs, please feel free to call us at (301) 937-0313.

## The Notorious TR2-6 Throwout Fork Pin

If your transmission acts like the clutch is not fully disengaging, (grinding while shifting, etc.), the problem may be the clutch or pressure plate, your hydraulics (The slave cylinder rod should move about an inch or so), or lastly, the Notorious Throwout Fork Pin, Moss part #596-040. Every TR2 thru TR6 has this pin, which often shears and causes the release fork to rock on the shaft even though the pin is tight. This also means that moving the slave cylinder rod will not push the release fork until the rod is

towards the end of its travel. **Solution:** Pull the trans. and replace the pin, making sure to wire it in so it doesn't unscrew. If you are unable to extract the broken part after it shears, you've got a problem which can be solved easily: With the fork facing out, drill a small hole into the release fork over where the pin is secured, and then punch out the pin. Be sure to always check the pin whenever you have your transmission out.

### AVAILABLE AGAIN!

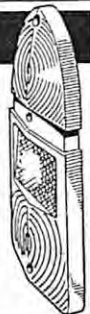
#### TRIUMPH TR4-4A TAILLAMP LENS

After years of being unavailable, we finally have in stock a good supply of taillamp lenses for your Triumph. These will also fit TR250's, although TR250's were originally fitted with an amber top half.

560-290 \$28.10 EACH.

**MOSS**

**Moss Motors, Ltd.**  
PRICES VALID UNTIL MARCH 14, 1985



# REBUILT PRICES

#### Engines

Description	Price	Core
MGA 1500 Complete Engine	\$1,625.00	\$300.00
MGA 1600 Complete Engine	1,625.00	300.00
MGA 1622 Complete Engine	1,650.00	300.00
MGB 3 Main Complete Engine	1,625.00	300.00
MGB 1965-'74 5 Main Complete Engine	1,625.00	300.00
MGB 1975-'80 5 Main Complete Engine	1,625.00	300.00
TR3/4A Rebuild Complete Engine	1,625.00	300.00
TR250/Early TR6 Complete Engine	1,825.00	300.00
TR6 Late Complete Engine	1,825.00	350.00

#### Short Blocks

TR3/4A Short Blocks	950.00	300.00
TR250/Early TR6 Short Blocks	1,300.00	350.00
TR6 Late Short Blocks	1,300.00	350.00
MGA 1500 Short Blocks	975.00	200.00
MGA 1600 Short Blocks	975.00	200.00
MGA 1622 Short Blocks	975.00	200.00
MGB 3 Main Short Block	975.00	200.00
MGB 5 Main Short Block	975.00	200.00

#### Transmissions

MGA 1500 Transmission	595.00	100.00
MGA 1600 Transmission	595.00	100.00
1962-'64 MGB Transmission	595.00	100.00
1965-'67 MGB Transmission	595.00	100.00
1968-'74 MGB Transmission	595.00	100.00
1975-'77 MGB Transmission	595.00	100.00
1978-'80 MGB Transmission	595.00	100.00
TR2-3 Short Bendix-Type Transmission	590.00	150.00
TR2-3 Short Bendix-Type Transmission with O/D	980.00	350.00
TR3-3A Long Bendix-Type Transmission	590.00	150.00
TR3-3A Long Bendix-Type Transmission with O/D	985.00	350.00
TR3B-4A Transmission	590.00	150.00
TR3B-4A Transmission with O/D	985.00	360.00
TR250-6 Transmission (specify year)	590.00	150.00
TR250-6 Transmission with O/D (1972 A-type only)	985.00	350.00
A-Type Overdrive Unit	420.00	200.00

#### Carburetors (Priced per pair except late MGB Stromberg.)

Rebush Carburetors - all applications	69.00	50.00
Rebuild TR2-4 SU H-Type Carburetors	190.00	120.00
TR4A SU HS-Type Carburetors	195.00	120.00
TR4-4A Stromberg Carburetors	190.00	120.00
TR6 Early to (c)CC50000E Stromberg Carburetors	225.00	120.00
TR6 Late after (c)CC60000E Stromberg Carburetors	255.00	120.00
MGA 1500 Carburetors	190.00	120.00
MGA 1600 Carburetors	190.00	120.00
1962-'67 MGB HS4 Carburetors	195.00	120.00
1968 MGB HS4 Carburetors	195.00	120.00
1968-'71 MGB HS4 Carburetors	195.00	120.00
1971 MGB HS4 Carburetors	195.00	120.00
1972 MGB HIF Carburetors	190.00	120.00
1973-'74 MGB HIF Carburetors	190.00	120.00
1975-'80 MGB Stromberg	135.00	100.00

#### Cylinder Heads

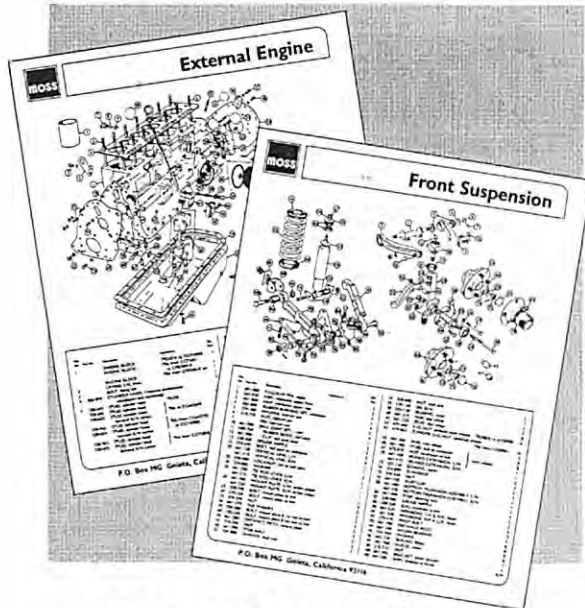
TR3 Early Rebuild Head (straight ports)	325.00	50.00
TR3/3A Rebuild Head	325.00	50.00
TR3B/4A Rebuild Head	325.00	50.00
TR250/6 Rebuild Head	375.00	100.00
TR6 1972 on Rebuild Head	375.00	100.00
MGA 1500 Rebuild Head	345.00	100.00
MGA 1600 Rebuild Head	345.00	100.00
MGB 1962-'65 Rebuild Head	335.00	100.00
MGB 1965-'67 Rebuild Head	335.00	100.00
MGB 1968-'74 Rebuild Head	335.00	100.00

#### Cams and Cranks

TR3-4A Reground Crankshaft	185.00	75.00
TR250 Early TR6 Reground Crankshaft	195.00	75.00
TR6 Late Reground Crankshaft	195.00	75.00
TR3/4A Reground Camshaft	130.00	50.00
TR250/6 Early Reground Camshaft	160.00	50.00
TR6 Late Reground Camshaft	160.00	50.00
MGA Reground Camshaft	135.00	50.00
MGA Reground Crankshaft	175.00	75.00
MGB 3 Main Camshaft (same as MGA)	135.00	50.00
MGB 3 Main Crankshaft	175.00	75.00
MGB 1965-'71 Crankshaft	175.00	75.00
MGB 1972-'80 Crankshaft	175.00	75.00
MGB 1965-'75 Camshaft	135.00	50.00
MGB 1976-'80 Camshaft	135.00	50.00

#### Miscellaneous

TR3 Control Heads (horn & turn signal)	125.00	75.00
Rebuilt TR3 Steering Box (specify long or short)	160.00	150.00
Rebuilt TR4A-6 Rear Hub Assembly	175.00	100.00
TR3-4A Solid Axle Differentials	550.00	200.00
TR4A IRS Differential	450.00	150.00
TR250-6 Differential	450.00	150.00



## TRIUMPH TR250 - TR6 CATALOG UPDATE

This is what the new Moss Motors TR250/6 catalog will look like! Shown at left is a typical page of the new catalog, which is slated for publication this Fall. Presently, our Catalog Research Department staff is working full-time to complete the project as quickly as possible with the goal of producing a worthy sequel to our new MGB catalog, which has received rave reviews from every one who's seen it!

You may be interested to know what actually goes into the publication of a catalog of this type. Simple put, the procedure is as follows: The car is broken down into all its component sections (engine, transmission, dashboard, etc.), and every single part of the car is listed using factory parts manuals as the guide to what should be where, model/year changes, etc.

Then the task of researching what is available begins. All known sources are checked out, and we identify all those parts which we know we will be able to obtain on a regular basis. Next, we review all the "unavailable" parts to determine how important we believe they are. (Input from our customers helps here, which is why we always welcome your suggestions as to what we should carry.) Naturally, we would like to be able to sell every last part for your car, but the potential sales volume of some of them is too low to justify the tooling expense to re-manufacture them. Those items that are considered both important and economically feasible are scheduled for re-manufacture and included on the list for inclusion in the catalog.

Once we have finished listing the parts that are available and which we are going to have reproduced, we commence the task of preparing the detailed illustrations, numbering the pictures, listing the parts and applications, and organizing the catalog pages. This is followed by a great deal of careful editing of reams of type-set material, preparation and placement of tech tips, selection and writing of descriptions of accessories, compilation of the index and other non-product pages, and many proofings of the catalog before it finally goes to press.

As you can see, it takes a lot of time, enthusiasm and careful attention to detail to produce a catalog of the caliber of a Moss Motors catalog! There also exists the need to purchase and add to inventory (read: provide shelf space; create part numbers; set prices, etc.) all the new items in the new catalog! We believe the effort is worthwhile, and know that you TR250/6 owners will agree when you see the results of our efforts later this year.

Incidentally, if you are presently on our mailing list as a TR250/6 owner, you will receive the new catalog just as soon as it is available. In the meantime, please continue to use your old SYE catalog and the Interchange List we published earlier this year. You should also know that we are adding many new items to our stock as we go on with the preparation of this catalog, rather than waiting to do it after publication. So, even if you cannot find what you want in the SYE catalog, call us; we may well have it sourced and in stock already!

### TECH ARTICLE

## INSTALLING MGB DOOR WINDOW SEALS

Prepared by Peter Cosmides, Manager, Moss-SYE Division

(Ed. Note: This article relates specifically to MGB's, using Moss seals #282-380 and 282-390. Other cars with wind-up windows would probably use a similar procedure. Austin Healeys, for example, use the exact same seal.)

The design of the door is, unfortunately, such that it is necessary to remove the side windows and vent windows in order to replace these door seals. However, the effort is worth making because bad seals allow water to get down into the door, which leads eventually to the bottom of

the door rusting out. The procedure for removing the window glass is detailed in the Shop Manual but, briefly, it involves removing the door interior trim panel and top rail, then removing the seven bolts which secure the window regulator mechanism to the door. The vent window should then be removed in order to allow the door glass to be slid off the regulator top rail by angling up through the top of the door.

The old seal is removed by drilling out  
Continued next page, column 1.

## GOOD SOUND FROM A BRITISH SPORTSCAR?

By Dan Ben-Ora  
Los Angeles, CA

My 1966 Austin Healey 3000 came equipped with the original AM radio, a small blown speaker in the console, and a bent antenna. As a fan of maintaining the stock setup, I suffered along with this system for about three weeks. Driving down the freeway with the top down listening to pure distortion through a trashed speaker was not my idea of high fidelity. Can't get good sound out of a loud convertible you say? Read on.

**Stereo Installation.** The Austin Healeys use a positive ground electrical system. However, most of the good stereos on the market today are only compatible with a negative ground electrical system. My neighbor, who is a computer repair technician, was walking past as I was attempting to connect my stereo. He told me to try reversing the stereo ground and power wires. This seemed to make sense because the positive and negative battery cables are reversed on the Austin Healey. 'Hey Walley, is that smoke coming from the back of your brand new Sony digital stereo?' 'Yes Beaver.'

The correct wiring procedure is to purchase a voltage inverter, available from Radio Shack for about \$25.00. Complete wiring instructions are included with it. Most inverters have a lip on each side for screw-down installation. This type of inverter can be mounted alongside the heater box under the dash. Simply slide the two clips which secure the bottom plate of the heater outwards, place the inverter along the heater box and slide the clips back towards the inverter. The clips will hold the inverter securely in place. It can also be mounted in just about any other location in the car with two small screws.

The installation of the stereo is the

opposite of removal of the stock unit. You may have to file the edges of the console opening to accommodate a unit with a larger face.

In order to connect the stereo to a hot wire, i.e. one that carries current even when the ignition is off, you will need to install an on-off toggle switch in-line with the power wire to the stereo unit. Unless this is done, the voltage inverter will drain the battery in about 3 days. Also, the toggle switch is very handy when you want to listen to the stereo while you work on the car for a few hours but don't want to turn on the ignition. The side of the console just above the stereo unit is a convenient location for the toggle switch.

**Antenna.** A very important and often neglected item is the antenna. The best type is a straight stainless steel antenna. The cost is about \$10.00 to \$15.00 and reception is usually improved. Don't bother with antenna power boosters.

**Speakers.** Finally, the most important aspect of the installation is the speakers. The price you pay for speakers is not nearly as important as where you place them. The kick panels happen to be a very good place for speakers in the Austin Healey. I centered two 5 1/2" dual cone Sony speakers in the kick panels (between the dash and the firewall about 4" above the floorboard). This can be done with a circular drill bit for stereos, if you have one, or a regular 1/4" drill will work by drilling a series of small connecting holes along a scribed circle on the panel. Once the holes are drilled, use a curved file to smooth the edges. The second method is admittedly crude but it beats paying a stereo installer \$40.00 to install your speakers.

I didn't expect much from the system after it was installed but when it turned it on, boom! Fantastic full bodied sound out of an \$80.00 set of speakers. The highs are good and the base is fantastic. I hadn't realized it but the speaker holes in the kick panels open indirectly into those big Healey wheel wells. The resonance is better than trunk mounted speakers because of the separation and size of the air spaces.

You can hear my Healey coming before you can see it. The total cost of the setup was about \$320.00 and three hours labor and worth every penny!

Our thanks to Dan for telling us how he wired his Healey for sound. A \$10.00 Gift Certificate is in the mail.

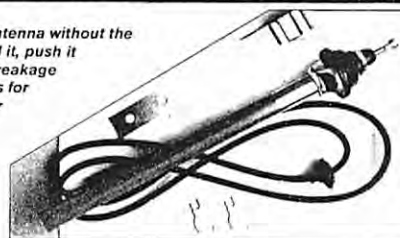
## FLUSH-FIT RADIO ANTENNA!

Our flush-fit radio antenna offers the benefits of a power antenna without the expense or the installation hassle. Pull it up when you need it, push it down when the radio is not in use. Minimizes chances of breakage when parked in areas where vandals like to break antennas for fun. Offers less wind resistance and makes putting on a car cover trouble-free. Extends out to 36 inches.

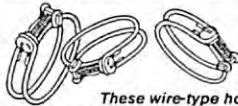
386-970 \$9.95 each.



Moss Motors, Ltd. P.O. Box MG  
Goleta, California 93116  
PRICE VALID UNTIL MARCH 14, 1985



**ORIGINAL TYPE  
HOSE CLAMPS!**



These wire-type hose clamps were original equipment on many British sportscars such as Austin Healey, Triumph, Jaguar, MG T-series, MGA, MGB, etc. Cadmium plated for lasting beauty and durability. A 'must' item for the truly correct restoration. Just measure the outside diameter of the hoses you are trying to clamp to determine the ones you need.

1/2 to 3/4"	635-100	\$ .50 ea.
1 3/16 to 1 3/8"	326-410	\$ .95 ea.
1 3/8 to 1 9/16"	326-430	\$ .95 ea.
1 7/16 to 1 5/8"	326-440	\$ .95 ea.
1 11/16 to 1 7/8"	326-450	\$ .95 ea.
2 1/4 to 2 7/16"	326-230	\$ .95 ea.
2 13/32 to 2 5/8"	326-460	\$ .95 ea.

**MOSS** Moss Motors, Ltd.  
Prices Valid Until March 14, 1985

## Door Seals

Continued from page 6.

the rivets or removing the clips which secure it to the door. Be very careful doing this, as if you allow the drill to go too far, it will appear through the outer door skin! You can now pop-rivet the new door seal in place, or in the case of the MGB GT, simply replace the clips. Before starting to reassemble the door, use this opportunity of an "empty" door to wire brush any rust inside the door and paint with rust-proofing paint. You can also lubricate the door-opening mechanism which the moisture has stiffened up and which causes those plastic handles to keep breaking!

Before you commence the re-installation of the door glass, it is a good idea to protect the new seal with several layers of masking tape. You have to bring the regulator top rail up past the seal to re-attach the door glass, and the metal can easily damage the new seal. Care must be used as you slide the regulator and glass back into the door, because the seal tends to get in the way. Fit new seals under the vent windows (Moss #282-780 & 282-790 for all MGB roadsters or two #324-305 for all MGB GTs), and new brush seals to the door top rails (Moss #682-830), and your finished doors will be rain and draught proof.

(Ed. Note: MGB brush seals staple to the door top rail. Other cars have them clipped to the inside top of the door itself, so it's easiest to replace them while the window is out.)

**Now In Stock!**

**Austin Healey  
Disc Wheel  
Hub Caps**

These beautifully finished hub caps, now being re-produced for us in England, fit all 100-6 & 3000's fitted with disc wheels.



Part# 021-312 \$34.50 each  
**MOSS** Price Valid Until March 14, 1985

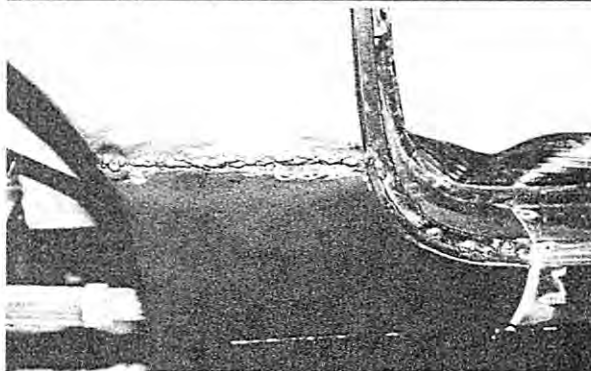
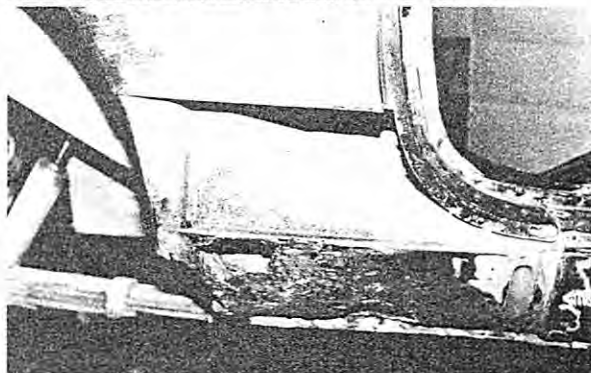
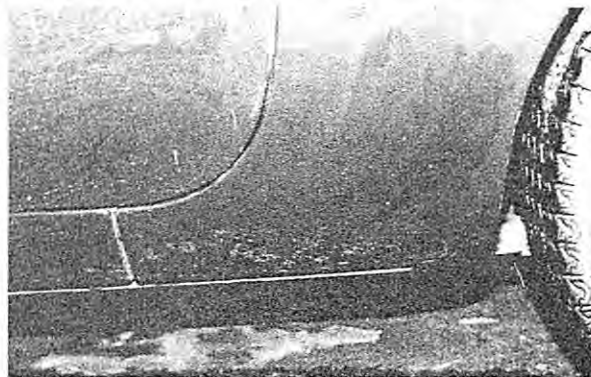
**TECH ARTICLE**

# How To Install RUST REPAIR PANELS

As most of our readers know, Moss Motors sells a wide range of Rust Repair Panels. We are often asked how easy it is for the amateur to install them. Provided you have the right equipment, a reasonable level of mechanical aptitude, and a car that is not totally rusted out, the procedure is quite straightforward. Using these pre-shaped panels is infinitely preferable to trying to repair rusted sheet metal from sheet-stock, so, even if the job requires the services of a professional body shop, Moss repair panels cut costs and make for a much better job.

As a guide to how easy the job is for an amateur restorer, we asked our Moss-SYE manager, Peter Cosmides, to detail his experiences with installing rear fender repair panels on an MGB. As you will read, a very satisfactory job can be done at home. Peter presented the procedure as a series of steps, as follows:

- 1) Collect the equipment necessary to do the job. This includes: An electric high-speed grinder with cutting disc attachment; a hammer and sharp cold chisel; gas welding equipment; your Moss Motors rust repair panels; a piece of chalk or welder's marking crayon; jack and stands.
- 2) To prevent heat damage to the car's interior, remove the seats, peel back the carpets from the area around the inner fender, and buy yourself a candy bar with the change you found under the seat. Jack up and support the corner of the car, and remove the wheel. Remember, if you're working inside a garage with welding equipment, remove cans of gasoline, and make sure your home-heater pilot light is alight (or else turned off completely).
- 3) Take your repair panel, and place it over the area it will replace. With your chalk or crayon, carefully mark the fender where it is to be cut. Be sure to allow for the 1/2" of the fender that has to cover the lip of the repair panel! Cutting with a disc grinder is much better than using your welding torch, because the heat will warp the fender. Care is important when cutting; one wrong cut and you've got another repair job! The inner rocker panel protrudes inside the fender; don't cut into it! You might want to: (a) Cut a square "window" in the rusted section you are about to remove, to see what's inside, and (b) make your first cut about 1/2" below your marked line, so that you can "trim to fit".
- 4) The top line you marked is the only place that needs to be cut. The other edges are spot-welded and can be separated with your hammer and chisel (or by drilling out the welds).
- 5) Once the old panel has been removed, you can wire brush away any surface rust, dirt, etc., that is exposed. If you find any other rust holes in the inner area, it's decision time! Professional repair, small patches welded in, or fiberglass patching might be needed, depending on the extent of what you find.
- 7) After the welding is finished, grind the welds down and, using body filler, surface the join area nice and smooth. It is now ready for priming and painting. (Don't forget the inside; rust-inhibiting paint or rubberized undercoating will help prevent you having to go through all this again in the future!)

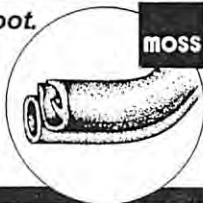


## PLASTIC DOOR SEAL!

259-907 Just \$1.50 Per Foot.

This black plastic/rubber replacement type door seal is the perfect economical alternative to our original type fabric/rubber door seal. Fits many types of British cars such as MGA, MGB, Triumph TR4 thru TR6, all six-cylinder Austin Healeys, etc. Really keeps the wind, water and cold out of your cockpit!

Price Valid Until March 14, 1985



## MG MEMORIES

Continued from page 3.

we started out on our ten-mile trek, my husband driving the MG first, myself in another car and my Dad bringing up the rear, packing a hefty tool chest in case the car broke down. But we got it to our garage.

As would be expected, the car looked in sad shape. Rust had pitted the rocker panels, and all the small scratches and dents were rusting. The trunk's interior was solid rust. But we plunged in anyway and sanded, applied rust remover, metal conditioner, body putty and, finally, gray primer. She was ready to paint! We painted the car its original aqua blue, which

the British call "Glacier Blue"; I call it "Bahama Blue", because the MG loves warm weather.

My MG is a pet, just like our small poodle. It isn't meant for long trips, nor expressways, but just for fun away from the crowds.

Submitted by Judy Rohlfing  
Tulsa, OK

Our thanks to Judy for submitting her story, for which she will receive a \$10.00 Moss Motors Gift Certificate.

## How To Order From Us...

By Mail: P.O. Box MG, Goleta, CA 93116

By Phone: 800-235-6954 or 800-638-0257 (Cont. U.S. except CA)  
800-322-6985 or 800-638-0257 (California only)

In Person: Stop in at one of our three locations . . .

<p>General Offices, Showroom &amp; Main Warehouse 7200 Hollister Ave. Goleta, CA 93116 (805) 968-1041</p>	<p>East Coast Warehouse &amp; Showroom 114 Beach Street Rockaway, NJ 07866 (201) 625-3616 (relating to counter purchases only)</p>	<p>Used &amp; Rebuilt Parts Center and New Parts Counter 6798 Mid Cities Avenue Beltsville, MD 20705 (301) 937-0313</p>
---	--	---

**Payment:** We accept VISA/Master Card, or we can ship COD. (COD's over \$400.00 require cash or Certified Check.) Mail orders can be accompanied with check or money order, although personal checks may delay shipment.

Complete information about ordering, pricing, shipping and other procedures are contained in our *Price Update*, available at no charge by calling our Order Phone. Catalogs are also available for each of the cars we sell parts for, at \$2.00 each. Please order catalogs by number, as follows:

Austin Healey 100, 100-6, 3000	#AHY-03
Jaguar XK120, 140, 150	#JAG-06
MG TC, TD, TF	#MGT-20
MGA	#MGA-10
MGB	#MGB-02
Triumph TR2, 3, 4, 4A	#TRI-02
Triumph TR250/TR6	#SYE-01

## CLASSIC-FIED ADS

We will accept advertisements for British sportscars 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 September 30, 1984. Be sure to include your name, address and phone number.

**1952 MG TD Mark II.** One of only 1022 built, Mark II's incorporated enlarged carburetors and valves, 8.10 compression ratio, 4.875:1 final drive ratio, twin electric fuel pumps and additional Andrex adjustable friction-type dampers on both axles. Ground up professional restoration in 1982. Less than 1000 miles on completely rebuilt engine, transmission and drivetrain. All new running gear. Beautiful ivory with red interior. New canvas top and side curtains. Includes tonneau cover, luggage rack and fitted car cover. Absolutely beautiful and a real joy to drive. Realistically priced at \$16,500. Dan Bosick, P.O. Box 280, Rocklin, CA 95677. (916) 624-4656 evenings or leave message. Photos available on request.

**For Sale MG-TC 1948.** Have owned this car for thirty-one years. Never driven in Winter. Has won numerous Concours D', including first place 1956 "Road America" Elkhart Lake, Wisconsin. Never raced or cracked. Complete frame-up six-year restoration finished last Fall. Only 1,000 miles total since everything replaced or rebuilt professionally. Beautiful black exterior, red leather interior. New tan top and curtains. \$21,500. Don Doman, 200 South Garfield Ave., Janesville, WI. (608) 752-5201. Photo \$3.

**1938 MG TA.** ground-up restoration after 20 years in storage. Cream with brown leather seats, tan top, right-hand drive. \$17,500. M. R. Pitts, 3872 Rosalie Ln., Lexington, KY, (606) 254-1944.

**1958 MGA.** Good condition. Silver-grey body, silver-grey interior almost new. Good rubber all around. I bought it on a whim, but can't do justice to this car. Would like to see it "go to a good home." Is \$4,000 too much? Photo supplied on request. Shelley Burns, 4326 56th St., San Diego, CA 92115.

**1954 MG TF.** Beautiful ground-up restoration. Cream with tan leather interior, wire wheels. Over \$20,000 invested, but must sell for best offer. My loss is your gain! Located in Dallas, TX. Randy Morris, 1923 Bell Ave., Denton, TX 76201, (817) 566-1723.

**1963 Triumph TR3-B.** One of 3,331 manufactured. Has never been in salt, 3,500 miles on restored engine with

Weber carbs. New clutch and brake master cylinders. New rear brake shoes and cylinders. Original mileage 45,000 miles. Will take \$25,000, worth much more. George A. Nash, Apt. #206-N, 1201 Madeira, S.E., Albuquerque, NM 87108.

**1952 MG TD - Disassembled.** 75% original, straight body and frame. Excellent overall condition. Much chrome; was to be a show car. Ken Blomgren, Sacramento, CA., (916) 722-2558. Seeking Best Offer.

**Beautiful '68 MGB Roadster.** White with black leather interior. Body in very nice shape with no rust. Two brand-new radial tires. Tonneau and top are both in good condition. Some extra parts, including a roll bar. This excellent-running "B" has a '67 head - no California SMOG. Photo available. \$2800 or best offer. Write: I. Serber, 6611 Woodley Ave. #27, Van Nuys, CA 91406. Phone: (213) 824-4340 (days); (818) 901-8441 (evenings).

**For Sale: 1961 MGA Coupe.** 56769 original miles. Original motor, chrome wire wheels, new radials. Continental kit, Cibies quartz lights, new interior, completely restored. Photo supplied on request. Asking \$20,000. T. Tkachuk, 115 Barrington Ave., Winnipeg, Manitoba Canada R2M 2A8. Ph. (204) 256-3095.

**1957 MGA Coupe Classic - Fully,** professionally restored, everything original. Less than 300 miles on motor. Show quality. Contact Keith or Linda Hamel, 2307 W. Settler's Way, The Woodlands, TX 77380, (713) 363-2938.

**1955 MG TF, 1500cc engine.** Restored in England. Super condition. Ivory paint with brown cloth top. Photo on request. Priced at \$12,500. Tony St. John Brown, 11985 Ivy Lane, Sunnymead, California 92388. (714) 656-4877.

**1951 MG TD.** All original, beautifully restored. Red with black upholstery. New top, windows, tonneau cover. Hums like a hummingbird. A beautiful driving car. Valued at \$17,000, will sell for \$11,900. In family for five years. George Diaz, 309 N. Country Club Drive, Atlantis, Florida 33462. (305) 967-9571.



MOSS MOTORS, LTD.  
7200 HOLLISTER AVE.  
P.O. BOX MG  
GOLETA, CA 93116  
(805) 968-1041

BULK RATE  
U.S. POSTAGE  
PAID  
AMSI

DATED MATERIAL-  
PLEASE RUSH!